



# The Hongkong Telegraph.

SATURDAY OCTOBER 6, 1923.

## OUR FOREIGN POLICY OUTLINED.

### MARQUESS CURZON'S SPEECH TO EMPIRE DELEGATES

(Reuter's Service.)

London, October 5.  
Marquess Curzon occupied a three hour sitting of the Imperial Conference this morning in reviewing the foreign situation all over the world. The greater part of his speech is necessarily confidential as it supplemented a written communication on the past two years by giving the delegates orally the inner history of that period, explaining the springs of British policy since 1921. It was decided that certain parts of his speech relating to matters of urgent importance be published verbally later in the day. It was pointed out that this is a departure from the procedure at all previous conferences.

Mr. Baldwin communicated a message from His Majesty thanking the Empire Premiers for the generous terms of their address on the occasion of the opening of the Conference, and trusting their deliberations will lead to a solution of the many grave problems, the settlement of which is so necessary for the common wealth of British nations.

Marquess Curzon in his speech said we welcomed our Allies' victory in the Ruhr, if victory it was, but he pointed out that, as the British Government had anticipated, this had produced the beginnings of the internal disruption of Germany, a disruption which was not merely an ominous political symptom but had a portentous economic significance, as it meant the ultimate disappearance of the debt himself. He added that Britain awaited and expected the next proposal from France. Britain was quite ready to receive and discuss in friendly spirit any measures France now proposed to take. He laid stress on the Briton's right to be consulted.

#### Germany's Difficulties Remain.

He expressed the opinion that the German surrender should have been made three months ago, but suspected that no German Government could at that time have survived this surrender. It was at present uncertain whether Herr Stresemann, who had the courage and wisdom to take this step, would survive. Were we, however, any nearer a settlement? Would reparations begin to fly? Lord Curzon intimated that the Government thought the time for a discussion between the allies had come, and said he had not concealed the British view in his conversations with the French Ambassador, and it had the approval of Mr. Baldwin, who recently did so much by his visit to Paris to re-create a friendly atmosphere after a rather heated discharge of rival guns. The German Government were, as far as he could gather, sincere in their intentions, and had taken the steps required, though it might be too much to expect that the abandonment of resistance would be followed instantly by enthusiastic co-operation.

Our position at Cologne gives us the right to be consulted in any local arrangements that may be proposed, and in that position we have no intention to abandon our reparation claim, willing as we have been to pare it down in the interests of a settlement. This renders it impossible that any such settlement could be reached without our co-operation. Our stake in the economic recovery of Europe, which in some respects affects us more than Germany's immediate neighbour, makes us long for an issue. We have already shown our willingness by the unexampled concessions we will contribute thereto.

Earlier in his speech Marquess Curzon said no sane person had ever expected Germany would be able fully to pay the 5,500 millions set by the Reparations Commission. He described Mr. Bonar Law's proposal to totally cancel the Franco-Italian war debts to Britain, if his proposals had been accepted, as startling, though they did not recognise the generosity. He said it cannot be denied that the sanguine expectations with which the Ruhr occupation had been begun had been largely falsified by results. The Government had more than once indicated willingness to discuss security with the French Government, if security be in their mind. He declared that after the last French and Belgian replies, our capacity for useful intervention was manifestly exhausted.

In the only other part of his speech published, Lord Curzon vigorously defended British policy in the Near East. He said the Lausanne Treaty was not such as might have been signed had the Powers maintained a united front on all points, but it was the best obtainable in the circumstances. He sketched his efforts to end the ill-judged and ill-fated Turco-Greek hostilities and said the task was not rendered easier by the Franklin Bouillon agreement which encouraged Turkish pretensions. Britain alone saved the situation in the crisis after the Turkish victory over Greece, and prevented an invasion of Europe. He claimed the solution regarding the Straits as eminently favourable to British Imperial interests and thought the final restoration of peace in the Near East, the freedom of the Straits, the liberation of the entire block of Arab countries, the enhanced prestige of Britain in Turkey, together with appearance in all Moslem countries, sufficiently justified the British labours at Lausanne. A very heavy task awaited Turkey. He expressed the opinion that she would experience great disillusionments, many disappointments, and some fruits she claimed to be garnered would turn out dead sea apples in her mouth; but in making the great experiment she started with complete absence of resentment on our part and a sincere expression of our goodwill.

#### Economic Matters.

London, October 5.  
The Imperial economic Conference this afternoon continued its discussion of matters for facilitating Empire trade.

London, October 5.

Mr. Bruce and the Australian delegates have arrived in London. London, October 5.  
This week's work of the Imperial Economic Conference has been devoted to laying the foundations for the main discussions. All the Imperial delegates will be examining Marquess Curzon's exposé during the week-end, and it is anticipated that Monday will be devoted to speeches in reply, when, it is an open secret, there will be not a little searching of heart. It is impossible, however, that the general public can follow the discussions, as the most important parts will not see the light of day. One of the features of the first week has been the notable battle behind the scenes in the interests of publicity. Some of the delegates, especially the Canadian ones, urged the fullest publicity, while the method of secrecy found a doughty champion in Mr. Baldwin. It is believed the fight was continued to the very eve of Lord Curzon's statement, but the open methods carried the day. There is still some fear expressed by the Dominion delegates that the publicity conceded may not accord with their hopes and desires, and probably more will be heard of the question.

#### GERMAN CABINET DIFFICULTIES.

Berlin, October 5.

The Democratic Party has passed a resolution stating it is unable to support the Government, it having no Parliamentary basis. As the majority of other parties have adopted the same view, it is believed Herr Stresemann will now try to form a Cabinet supported by the Parliamentary parties.

## PEKING ELECTION.

### TSAO KUN'S BIG MAJORITY.

#### DR. SUN COMES SECOND.

Peking, Oct. 5.  
At the Electoral College for the Presidential election there were 590 members present. The voting resulted as follows:—

Tsao Kun	480
Sun Yat-sen	33
Tang Chi-yao	20
Tsien Chuan-hsuan	8
Tuan Chi-jui	7
Wu Pei-tu	5

Luk Wing-ting, Tuan Yen-kai, Chang Tsu-lin, Chang Shou-tseng, Wu Ching-sian, Wang Chih-chiang and others lesser known all received one vote each.

Twelve votes were invalid.

The College waited till two o'clock before the arrivals from Tientsin. The voting lasted till 4.30 p.m., proceeding most smoothly. It was attended by the Peking-fuleaders; representatives of the Legations, including Dr. Schurman; foreign correspondents; Dr. Wellington Koo and other Cabinet members. The streets were heavily guarded around Parliament.

It is understood that the Speaker must send delegates to give Tsao Kun his election certificate and request him to proceed to Peking. It is expected that he will arrive in a day or two.—Reuter

## PITMAN'S SHORTHAND.

### ITALIAN CONVENT SUCCESSES.

Results of Pitman's Shorthand Examinations, held on July last, are as follows:—

Miss Dolly Hanson—Amanuensis certificate, shorthand speed 120 words a minute.

Miss Daisy Dunnett—100 words.

Misses Beatrice Gill and Margaret Kent—80 words.

Misses Iris Warnes, Conchita del Pan, Amy Stonham and Eddie Rosario—60 words.

Elementary Certificates Misses Miri Gutierrez, Bertha Smith, Helviges Silva, Cissie Xavier, Nellie Gubbay, Anita King, Anita Silice, Marjorie Warnes, Lizzie Thomas and Lolita Rocha.

## BRICKWORKS SITE.

### ANOTHER SALE OF LAND.

At the District Office, Taipo, on the 17th instant, there will be sold by auction 18 lots of Crown land, aggregating about 7.70 acres, the upset price for which is \$1,057.

The purchaser will be required within six months of the date of sale to spend not less than \$100,000 for the construction of brickworks on these and adjoining lots, capable of turning out not less than 7,500 bricks per day.

## LADIES' GOLF CHAMPIONSHIP.

### MARRIED WOMEN ELIMINATED.

New York, October 5.  
On the Westchester Bikini course, in the American ladies' golf championship semi-finals, Miss Cummins of Ontario defeated Mrs. Vanderbeck of Philadelphia at the twentieth hole. Miss Airlinh of Atlanta, beat Mrs. Gross of New York, by two up. The holder, Miss Collett, of Rhode Island, was defeated by Mrs. Vanderbeck by two holes. The English representative, Miss Edith Leitch, was beaten by Miss Cummings by 6 and 4. Both these matches were in the third round.

## MR. LLOYD GEORGE REACHES AMERICA.

New York, October 6.  
Mr. Lloyd George arrived on the Mauretania. He was faced by a hurly batter of reporters and photographers, and subjected to a rapid fire of questions. He declared the unhappiness resulting from the war was due to the ineffective operation of the Versailles Treaty. The League of Nations could not be considered a going concern without the participation of the United States.

(Other Telegrams on Page 1)

## S. S. GRACCHUS IN A TYPHOON.

### HAD TO PUT INTO FOOCHOW.

Much anxiety was felt at the beginning of the week for the safety of the B.I.S.N. Co.'s s.s. Gracchus, which left Hongkong on September 27th for Shanghai and was not reported up to October 2nd. As the vessel was due at the Northern port on October 1st, and there was very rough weather on the coast, it was feared that she might have met with disaster, and masters of various ship stores, comprising 33 iron fire bars, 436 brass condenser taps, two condenser plates, one duplex steam pump, chain blocks and tackles, mounting in value to \$3,000.

Defendant, pleading guilty, said he received only \$240 for the whole lot on disposal to a marine hawk.

## ENGINEER SENTENCED.

### THEFT OF SHIP STORES.

David McKinstry, 33, second engineer of the Nemesis boat Sarvistar, was sentenced by Mr. J. R. Wood, at the Police Court, this morning, to three months' hard labour for the theft of various ship stores, comprising 33 iron fire bars, 436 brass condenser taps, two condenser plates, one duplex steam pump, chain blocks and tackles, mounting in value to \$3,000.

Defendant, pleading guilty, said he received only \$240 for the whole lot on disposal to a marine hawk.

## HOME FOOTBALL.

### ENGLISH AND SCOTTISH LEAGUES.

London, Sept. 29.  
English League—First Division:

Arsenal	0	Birmingham	0	Aston Villa	5	Preston North End	1
Blackburn Rovers	4	West Bromwich Albion	0	Bolton Wanderers	3	Tottenham Hotspur	1
Celtic	1	Newcastle United	0	Huddersfield Town	2	Everton	0
Liverpool	1	Burnley	0	Middlesbrough	0	West Ham United	1
Nottingham Forest	1	Notts County	0	Sheffield United	1	Coventry City	2

Scottish League—First Division:

Aberdeen	0	Celtic	2	Airlineians	6	Clyde	1
Ayr	1	Falkirk	0	Partick Thistle	1	Hibernians	3
Motherwell	1	Clydebank	3	Queen's Park	4	Hibernians	1
Rangers	1	St. Mirren	1	Morton	1	Hamilton Academicals	0

## EXCITING FIGHT.

### “Young” Strubling.

London, Oct. 5.  
London, Sept. 29.  
English League—First Division:

Arsenal 0, Birmingham 0, Aston Villa 5, Preston North End 1, Blackburn Rovers 4, West Bromwich Albion 0, Bolton Wanderers 3, Tottenham Hotspur 1, Celtic 1, Newcastle United 0, Huddersfield Town 2, Everton 0, Liverpool 1, Burnley 0, Middlesbrough 0, Sheffield United 1, Coventry City 2.

“Young” Strubling who won the fight against Mike McGuire.

### Mike McGuire.

London, Oct. 5.  
London, Oct. 5.  
English League—First Division:

Notts County 0, Middlesbrough 0, goal to nil.—Reuter.

### ENGLISH LEAGUE-FIRST DIVISION.

P.	W.	L.	D.	P.
Notts C	8	5	1	1
Cardiff C	8	5	0	1
Bolton W	10	3	2	11
Aston Villa	10	3	2	11
Huddersfield	8	4	2	11
Blackburn R	8	4	2	11
Tottenham H	8	4	2	10
Newcastle U	9	4	3	12
Liverpool	8	4	3	1
Sheffield U	8	3	2	3
West Brom A	8	3	2	3
Everton	10	2	3	5
Notts Forest	8	3	3	2
Sunderland	8	3	3	2
Chelsea	8	2	3	3
Arsenal	8	3	3	1
West Ham	8	2	3	3
Birmingham	9	2	4	3
Manchester C	8	2	4	4
Burnley	8	1	3	4
Middlesbrough	8	1	5	1
Preston N E	8	0	6	2

### SCOTTISH LEAGUE-FIRST DIVISION.

Airdrieonians 8, Queen's Park 7, Partick T 5, Rangers 7, Clyde 8, Raith Rovers 7, St. Mirren 7, Hearts 8, Aberdeen 8, Kilmarock 7, Falkirk 8, Hibernians 8, Clydesdale 7, Ayre United 7, Third Lanark 6, Hamilton A 7.

To-DAY.

Closing Exchange 2a. 3. 5/16d.

High Tide 7.18 p.m. Low

Water 1.5 p.m.

Lighting Up-Time 6.07 p.m.

### News in To-Day's New Advertisements.

A special launch will leave Hongkong and Kowloon on Sunday in connection with the Kowloon Dock Swimming Gala—Page 4.

Consignees are notified of the arrival of the a.s.s. "Taiyo Maru".

—Page 4.

For the special attraction at the Coronet Theatre, see announcement on Page 4.

The final Promenade Concert in connection with the H.K.V.D.C. will be held on the 19th inst.—Page 4.

"The Bolte Door" commences at the World Theatre to-morrow.

—Page 4.

Certain Bills of Lading are declared null and void.—Page 4.

</div

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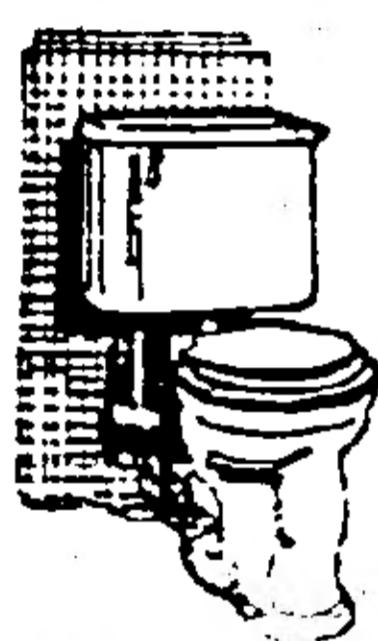
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## EARLIER TELEGRAMS.

## SCENE AT BOXING MATCH

Columbus, Georgia, Oct. 5.

Young Strubling has been awarded the light heavy-weight boxing championship of the world against Mike McTigue, who fought despite injury to his left thumb.

Owing to the ugly attitude of the public the referee, Harry Ertle, who adjudicated the Dempsey-Carpentier fight, at first declared the match a draw at the end of the stipulated ten rounds, but changed the decision in consequence of the spectators' hostile demonstration. He was subsequently escorted by the police to his hotel.

Strubling is an eighteen year old High School boy trained by his father and mother.

Ertle later declared that he never indicated a draw but took twelve pressmen's opinions, all of whom favoured Strubling.

McTigue, interviewed, asserted that he was forced to enter the fight at the point of the pistols of his manager, who declared to the spectators that he had threatened to hang him if the fight was called off.

Later.

Three hours later the fight was officially declared a draw, the referee saying he gave Strubling the decision under the spectators' intermission.

## LORD CURZON'S STATEMENT.

London, Oct. 5.

It is understood that the portions of Lord Curzon's statement at the Imperial Conference that are to be published particularly refer to the German situation and the British attitude in regard to the Ruhr. It is believed that the question of territorial waters limit which has been discussed between Britain and the United States will also be submitted to the conference in order to enable the Dominion Premiers to express their views before any definite decision is reached. Persons well informed do not entirely rule out the possibility of the British Government agreeing to Secretary Hughes' proposal for the establishment of a twelve mile limit.

## NETHERLANDS BANK SUSPENDS.

London, Oct. 5.

From the Hague it is announced that the savings bank established by the Government three years ago with postal and "Giro" service, the latter similar to the British clearing system, has been suspended. Great consternation has been caused at the news as £52,000,000 have been deposited by 120,000 people, many whom placed all their cash there, but it is officially stated that the government guarantees the full amount due to the public, and that there will only be a temporary embargo on the credit balances in order to rectify thousands of errors in the accounts, after which the "Giro" will resume operation. In the meanwhile account holders requiring cash will receive advances from private banks on certificates of "Giro" in regard to their credit balances.

## GERMAN PAPER SUSPENDED.

Munich, Oct. 5.

Herr Vonkahr has banned Hitler's organ *Volksischer Beobachter* in consequence of an inflammatory proclamation headed "Artillerymen stand to your guns." The Reich ordered the suspension several days ago but hitherto the order had been ignored.

## THE NEW GERMAN CABINET.

Berlin, Oct. 5.

Messages indicate that the new Stresemann Cabinet will not consist of more than half dozen ministers, among whom will probably be Herr Gessler for defence and interior, and Herr Luther for finance.

## AMBASSADOR HARVEY TO RETIRE.

Washington, Oct. 5.

It has been officially disclosed that Colonel George Harvey will retire from the Ambassadorship to London about the 1st January. Ambassador Child of Rome will not return to Italy. Both resignations are wholly personal.

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## PERSONAL.

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## THE PINK UN.

Asked if he had any witnesses, a man at Willesden Police Court replied, Yes, I have one, a newspaper boy. But I don't know his name. We always call him "Pink un." — The Magistrate: Call "Pink un" in the corridor. The warrant officer called "Pink un," and a very pale boy responded and gave evidence.

COLUMBIA DANCE RECORDS  
OCTOBER LIST

3844	CUT YOURSELF A PIECE OF CAKE	Fox-Trot
2956	THE DUCK'S QUACK	
3840	I LOVE ME	
3943	LOVE TALES	
3157	MAD	
3152	FIRST, LAST AND ALWAYS	
	LOUISIANA	
	ANGELIQUE	
	LOVE	
	THE LIFE OF A ROSE	
	WHERE THE GANGES FLOW	

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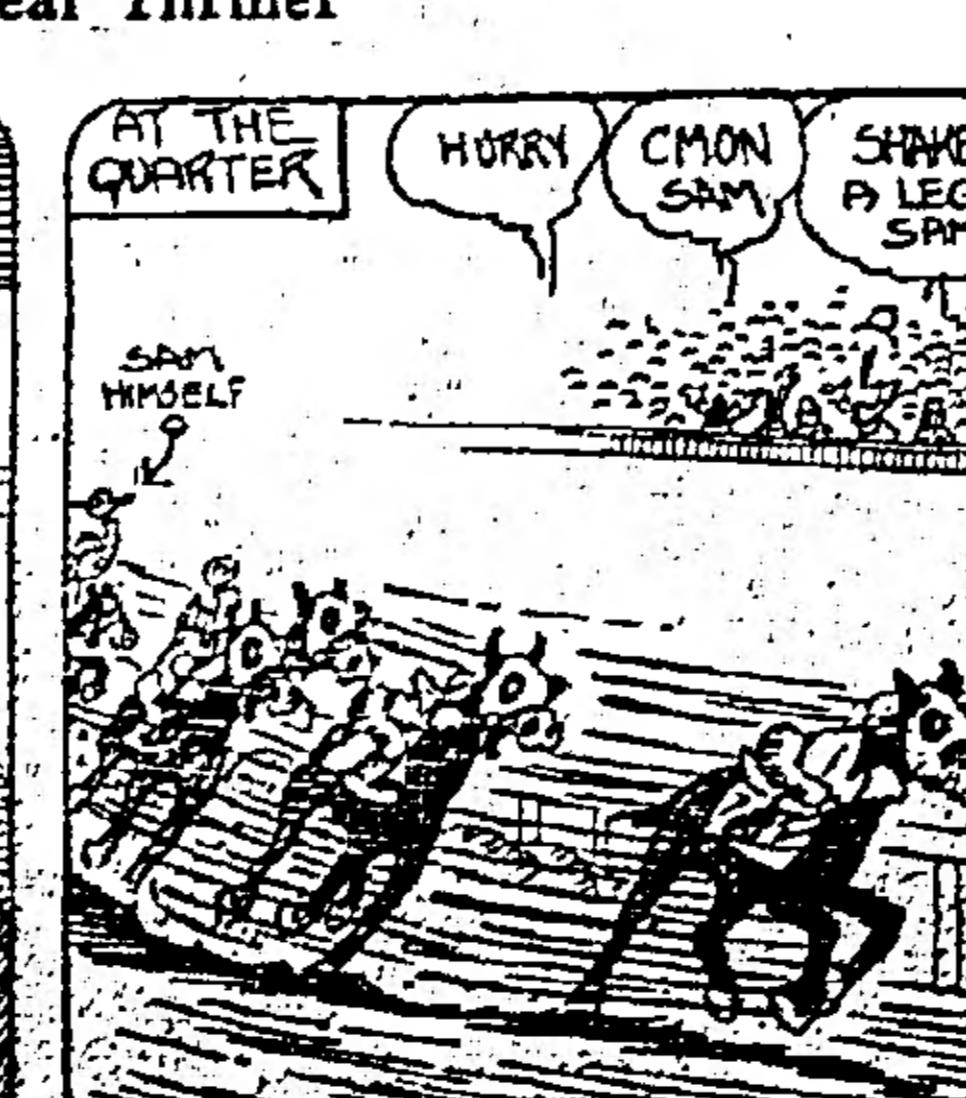
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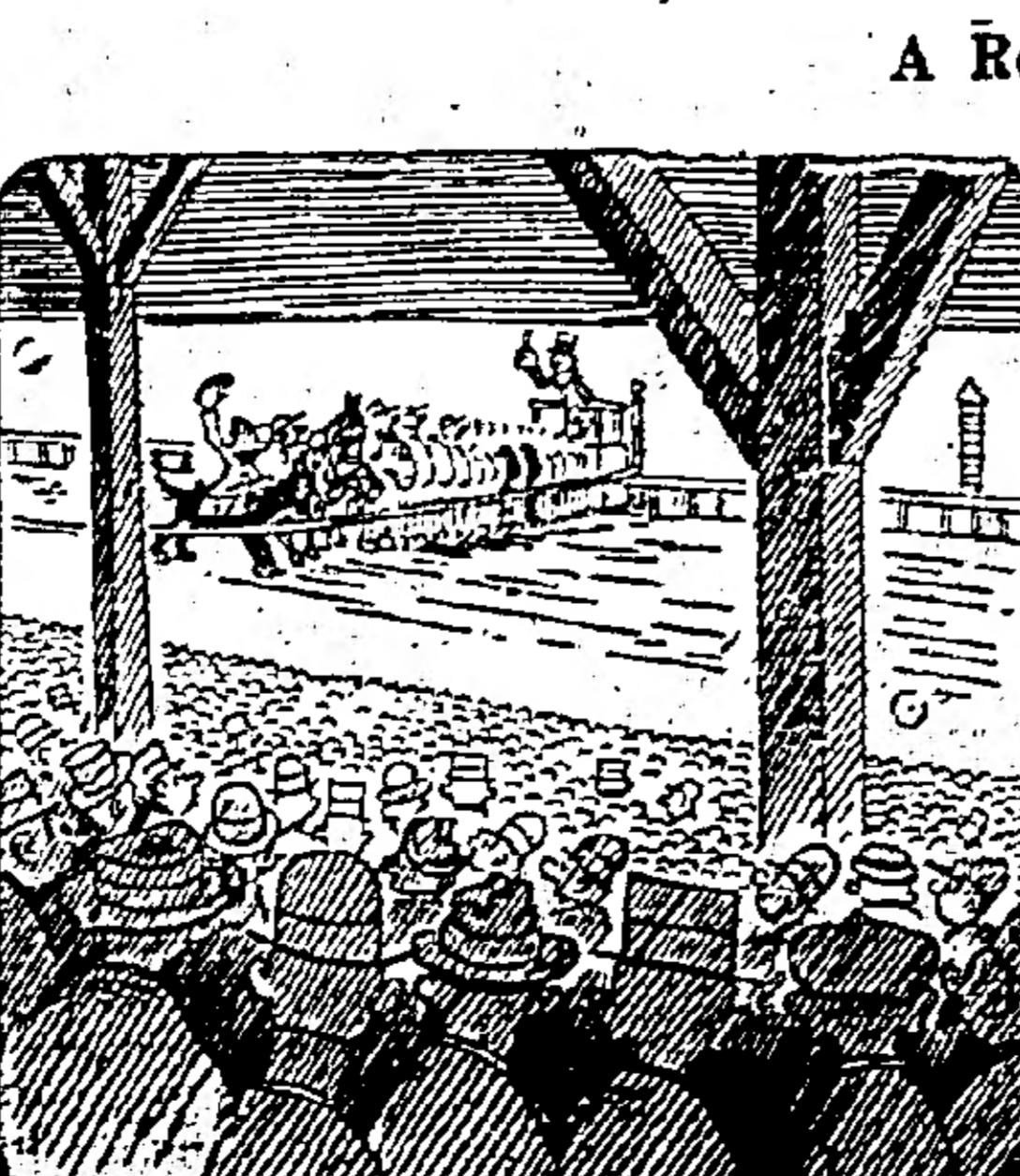
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## CORRESPONDENCE.

To the Editor of the Hongkong Telegraph.

## DESTRUCTION OF TREES.

Sir.—May I be allowed, through the medium of your valuable paper, to call the attention of the authorities, to the ruthless destruction of young trees that is taking place in certain districts in Hongkong? There are existing laws, I believe, which forbid this.

Would it not be to the interests of the Government to enforce these laws, and teach the people that they must obey them?

In one district groups of people carrying their bundles, pass within sight of a Police Station, and that due to an open defiance of our laws is allowed, easily to be displayed.

One does not wish to be bad to these people, who no doubt are glad to be able to make money out of the sale of the wood, yet there are plenty of legitimate ways of earning their livelihood, and they ought to be made to realize that this destruction of healthy, and health-giving young trees, is not allowed by the British Government, which, although very lenient in dealing with the natives, should not tolerate this indifference to the laws in this British Colony.—Yours etc.,

INTERESTED,  
Hongkong, 5th Oct., 1923.

## HONGKONG CRICKET CLUB.

ANNUAL MEETING  
YESTERDAY.

The annual meeting of the Hongkong Cricket Club was held yesterday at the pavilion. Mr. H. V. Nisbet was voted to the chair. Supporting him were Mr. G. R. Sayer, Mr. E. J. H. Mitchell, Mr. R. E. A. Webster, Mr. L. J. Davies, Mr. H. E. Hollands and Mr. L. S. Greenhill, Hon. Sec.

In proposing the adoption of the report and accounts, the Chairman said at first glance the past year's results seemed disappointing compared with the previous year, but when one came to analyse the figures he thought that they would agree with him that they were not so bad as they seemed. Subscriptions still exceeded the running expenses by some \$1,500, although the expenses had increased by over \$1,500 owing to the new pavilion necessitating a bigger staff and an increase in taxation, lighting and fire insurance premium.

A bright spot in the accounts was our receipts, which showed an increase of about \$700. This, he thought, entirely due to the careful supervision of Mr. Ramsay and not to golfers' might suggest, to me, a further increase of ours. (Laughter.)

The drop in interest received was due to many unfixed deposit having been utilized to pay for the new pavilion. Eighty debentures of the total value of \$1,000 had been drawn for payment, of which 73 had been paid. At the present moment it was not deemed advisable to pay off any more debentures, but it was hoped that they might be able to do so in the spring of next year.

They had to thank Mr. Harry Hancock for the gift of a standard time clock for the pavilion and Mr. Barker for the gift of a clock for the bar, which he (the Chairman) had not seen fit to accept.

Efforts would be made to give as many exciting matches as possible games in matches, and the Committee hoped that they would share their appreciation of this effort by playing when there.

They had two extra-long-handled Interport matches with Shanghai during the year. The one at Hongkong they commenced whilst giving their team full marks for their plucky fight. The Shanghai match they frankly gloated over.

The reports and accounts having been adopted, the election of officers took place and resulted as follows:

President: Mr. H. Hancock.

Committee: Messrs H. A. Nisbet, P. M. Hodgson, E. J. H. Mitchell, R. E. A. Webster, H. E. Hollands, L. D. McNeill, T. E. Pearce, F. Sims Thompson and F. A. Simond.

Treasurer: Messrs Percy Smith, S. Smith and Fleming, at a fee of \$750 per annum.

Auditors: Mr. H. Greenhill.

Mr. L. S. Greenhill was reelected Hon. Sec. by an unanimous vote.

Mr. G. W. S. well deserved that the best thanks of the meeting he voted to Mr. Mitchell for the work he did in undertaking the duties of Secretary whilst Mr. Greenhill was away.

Mr. Mitchell was a real enthusiast, and had the happy knack of getting people to play games whether they wanted to or not.

The vote was carried unanimously.

## THE NEW PRESIDENT.

## TSAO KUN WINS AT ELECTION.

Peking, Oct. 5.—Tsa Kung was elected president of the Chinese Republic at the elections to-day.

Earlier.

Peking, Oct. 5.—Parliament met at ten this morning. Throughout the morning there was no quorum, but one was secured at twelve-thirty, on the arrival of more members of Parliament from Tientsin. The election of Tsa Kung is now considered practically certain this afternoon.

## CRICKET.

## HONGKONG C.C. TEAMS.

On Monday, the Club was putting in the field the first XI team. Both matches commence at 10.15 a.m. and stamps will be drawn at 6 p.m. The teams are as follows:

H. K. C. C. v. Canton, in H. K. C. ground.—E. J. H. Mitchell (Capt.), R. E. A. Webster, H. Owen Hughes, R. H. Wild, A. L. Gane, G. R. Moore, F. C. Miller, W. W. Mackenzie, L. D. McNeill, A. V. T. Dunn, W. Galloway.

H. K. C. C. v. Kowloon, on K. C. ground.—H. E. Hollands (Capt.), D. H. F. McMaster, E. G. Lamont, D. B. Peat, G. H. Piercy, F. G. England, D. Reid, A. C. I. Barker, F. W. Riddell, A. R. F. Raven, J. W. H. McPhee.

Canton Team.

The following will represent Sham-en Sports Club in their match on Monday.—H. H. Benson (Capt.), P. E. Beckett, S. G. Beare, G. Duncan, H. S. Gordon, S. E. King, F. E. Lummett, V. C. Ohne, F. V. Read, J. Rodger and Capt. D. H. Wahl.

Taikoo vs. Wayfoong.

To be played on the Club ground today at 2 p.m.

Taikoo.—R. L. Chaloner, B. Crowley, A. V. T. Dunn, N. R. Dick, E. G. England, A. L. Gane, H. Greenhill, E. C. Hagen, John Kay, D. L. Ralph and H. Spicer.

Wayfoong.—E. D. Black, W. J. Clark, V. R. Jones, R. W. Low, J. W. R. McDonald, R. L. Moncrieff, D. E. G. Nicholson, D. B. Peat, F. H. Penycross, T. W. Riddell and E. Wilcox.

## LAWN TENNIS.

## HONGKONG INTERPORT GAMES.

There was quite a good attendance at the Majestic Hotel grounds, Shanghai, on Sept. 29, in anticipation of close and interesting games between representatives of Shanghai and Hongkong—a friendly affair for the women, with the three Humbers contending the singles and doubles matches. It was an ideal afternoon for spectators, but the players were rather bothered at times by a lively wind. Shanghai won both exams much more easily than had generally been expected.

H. D. Rumbold, the youngest of the brothers, played an excellent single game against Marcel Smith, particularly in the first set, when he had a very fine backhand stroke with good effect.

He was set at 7.5, but thereafter found

Shanghai player much too strong

both in attack and defense.

But players remained on the back line

practically throughout the game,

but on a few occasions when

Marcel Smith went to the net he invariably could with ease.

Playing a steady, consistent game,

he took three sets 6.4, 6.2, and 6.3,

and so won the match.

In the doubles, the brothers

Rumjahn were opposed to J. L.

Wade and R. G. Gausman, and by

three straight sets—6.4, 6.3

and 6.4. The visitors began well

winning the first two games rather

easily, but this form was not main-

tained and it was only occasionally

that they lived the pro-drone

with really interesting play.

Smith won the first set by 6.4.

The second set was rather dull, and the

Shanghai pair had no difficulty in

winning by 6.3. The third set was

a little brighter, the visitors dis-

playing more of the enterprise and

skill in attack of which they had

given proof in the opening game,

but again Wade and Gausman

proved superior, winning the

set and match at 6.4.

## VICTIMS OF THE DANUBE.

While the number of victims in climbing the Austrian Alps is not so large as usual this season, 111 persons have so far been drowned while bathing, especially in the Danube, despite all warning boards, guards, and the police.

Many of them because they could

not swim. In Vienna alone about

forty corpses were found.

The fatalities are partly due also to

the excessive heat in consequence

of which bathing is very popular;

## CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING.

St. John's Cathedral, Hongkong;

7th October, 1923, 19th Sunday

after Trinity. Holy Communion

(10 a.m.); Children's Service (10

a.m.); Hymns: 4, 217, 333.

Matins (11 a.m.); Responses:

Ferial; Venite: Tucker (18th day); Psalms: 111, 112, 113;

Te Deum: Russell, Jones, Pye;

Benedictus: Langdon; Hymns:

281, 160. Holy Communion (12

noon); Evensong (6 p.m.); Res-

ponses; Ferial; Psalms: 120,

121, 122, 123; Magnificat:

Smart; Nunc Dimittis: Barnby;

Hymns: 228, 261, 20.

Wednesday Methodist Church,

Queen's Road East, (opposite

Royal Naval Hospital), Wan-

chai. Sunday: 7th October,

1923, 10.15 a.m. Divine Service

and Naval and Garrison Church

Parade. Subject: "Unansw-

ered Prayers." 6.00 p.m. Divine

Service. Subject: "Is the

Universe friendly?" (Suggested

by experiences during recent

earthquake in Japan). Preacher:

Rev. C. Clouston. Part II: H. C.

F. 7.00 p.m. Holy Communion.

Sunday School opens on Dec.

1st at 3 p.m. Wesleyan Sailors'

and Soldiers' Home, Arsenal



LOTOL  
O SPRAY O  
IT T  
O FREELY O  
LOTOL

REFUSE SUBSTITUTES

**PREScriptions**

when the doctor prescribes he expects the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the doctor's prescription filled here and the result will be satisfactory.

The Pharmacy.

The Red Brig Opposite Ice House St.



Prescriptions

**PEKING LAMP SHADES**

We have large stocks of the choicest Peking lamp shades. OUR STORE is also the best place to obtain shawls, scarves, capes, crepe underwear, dresses, laces, Mandarin costumes, Swatow work, etc., etc.

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EVERSHARP is a good pencil because—  
It's always sharp  
It leads don't wobble  
It lasts for years  
It has a handy eraser  
It can be had in a variety of styles, designs and metals.

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IF YOU ENJOY REALLY GOOD COFFEE BUY THAT WHICH IS SPECIALLY SELECTED AND FRESHLY ROASTED AND GROUND DAILY.  
THE GRAECO-EGYPTIAN CO. 12, Queen's Road, Central.

SHIPBUILDERS.  
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OXY-ACETYLENE AND ELECTRIC WELDERS.  
MECHANICAL AND ELECTRICAL ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY OF HONGKONG, LIMITED.

—DRY DOCK—  
LENGTH 787 FEET.  
LENGTH ON BLOCKS 750 FEET  
DEPTH ON CENTRE OF SILL (H.W.O.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—  
CAPABLE OF HANDLING SHIPS UP TO 3000 TONS DISPLACEMENT.  
ELECTRIC CRANE AT SEA WALL CAPABLE OF LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS.—"TAIKOODOCK" HONGKONG.  
TELEPHONE NO. 212.  
CALL FLAG: "C" OVER "ANS. PENNANT."

BUTTERFIELD & SWIRE  
(JOHN SWIRE & SONS, LTD.)  
AGENTS.

I like them—

*They Satisfy*  
—and the blend  
can't be copied

**Chesterfield**  
CIGARETTES

LICHT & MYERS TOBACCO CO., U.S.A., Manufacturer

**SAVING ENGINE POWER.**

**New Design of Propeller.**

The propulsion efficiency obtainable with different types and sizes of vessels depends on many factors, not least of which is the design of the propeller. Efforts have been made in different directions to enable the maximum forward thrust to be imparted to a moving vessel. Whilst considerable attention has been concentrated on the shape of the propeller blade, it has occurred to others to improve the flow of the water to and from the propeller, a suggestion which can be carried out with some success by suitable hull design.

Lately some tests have been carried out with an idea con-

ceived many years ago, but allowed to remain undeveloped at that time. The Star contra propeller, as this device is known, is really a set of guides, usually four in number, fixed to the sternpost, with the axis in line with the propeller proper.

The result of these tests is felt in many directions. The vessel gets under way very much quicker owing to the increased power of the water stream leaving the propeller. When

going astern the flow of the water to the propeller is under better control. Experiments have proved that a more regular motion of the vessel is secured, better speed is maintained, and racing is less frequent.

Steering is improved, the water as it leaves the propeller acting on both sides of the rudder. Any vibration arising from the propeller is damped out considerably.

From the data collected so far the saving of power is about 3 per cent; with exceptional cases up to 20 per cent. have been saved.

The cost of equipping vessels with this device is in the neighbourhood of eighteen months, or about 250 steaming days; it can be fitted to existing

single screw jobs it is not quite

so easy, success depending largely on the design of the aft part of the ship. The tests and demon-

stration trials have created a

that a more regular motion of the vessel is secured, better speed is maintained, and racing is less

frequent. Steering is improved, the water as it leaves the propeller acting on both sides of the rudder. Any vibration arising from the propeller is damped out considerably.

You don't need to be rich to own

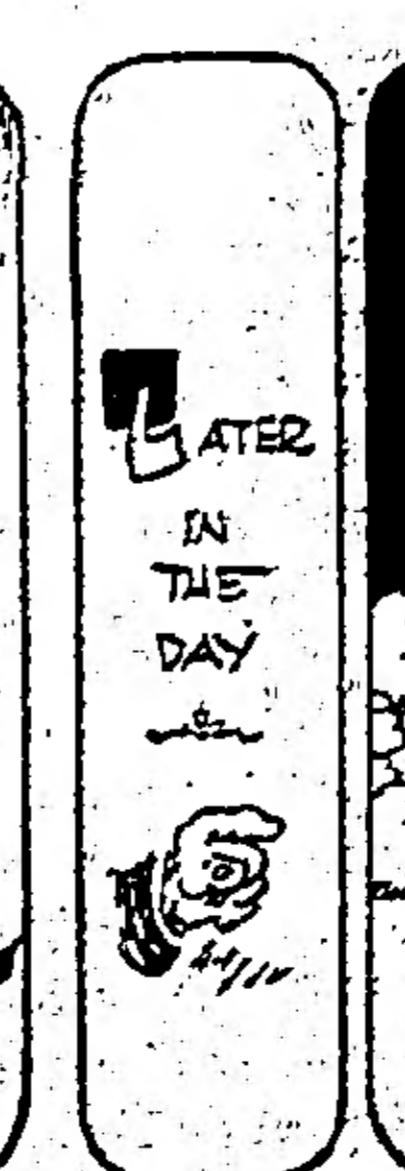
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Ask Moutrie's about their payment system.

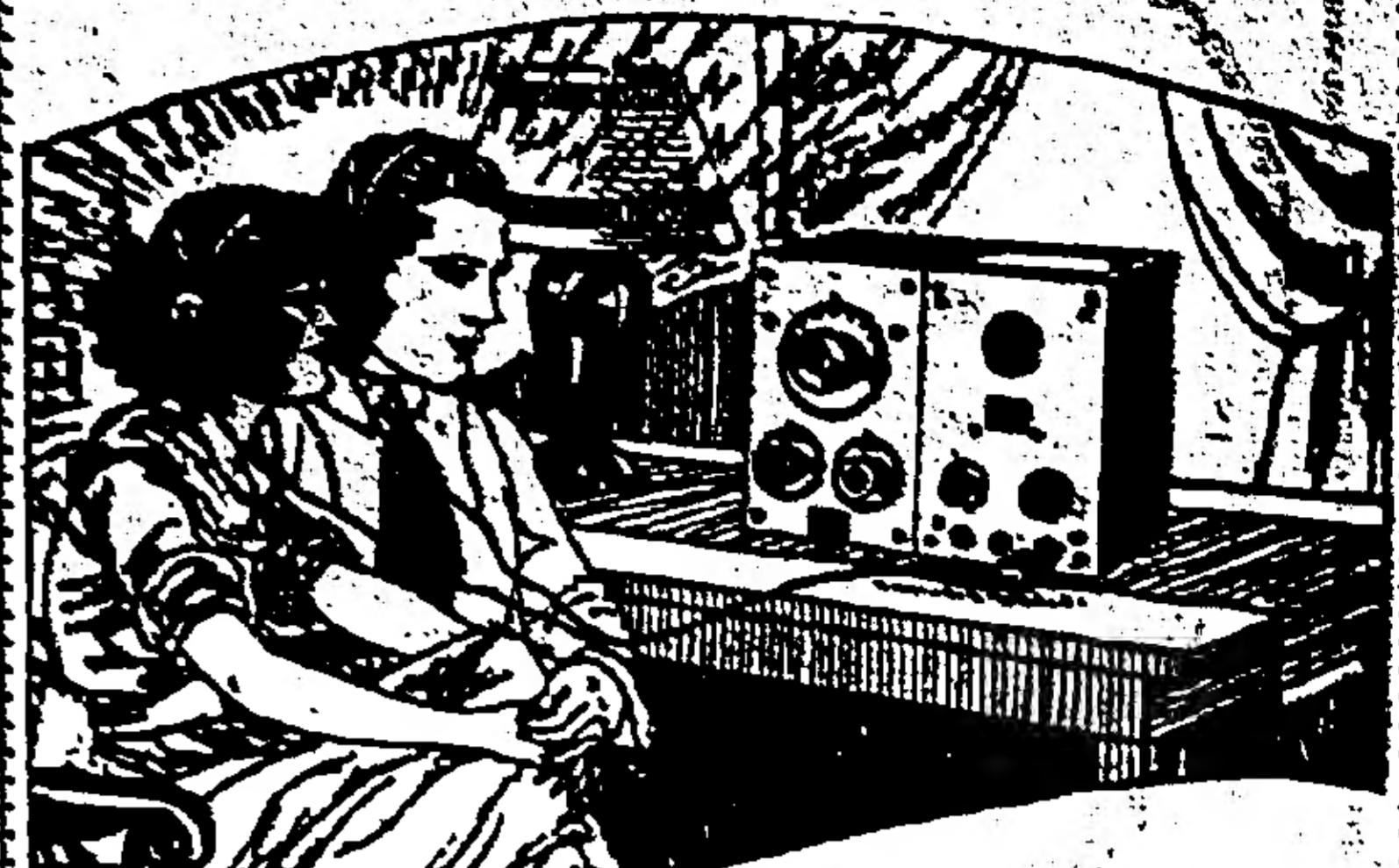
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**An Ill Wind**



BY BLOSSER



**RADIO EQUIPMENT OF EVERY DESCRIPTION.**

You can hear the tests being carried out by the **HONGKONG HOTEL Co., Ltd.**

At 6 p.m. daily in your own home, but make sure that the set you purchase has been approved by the Postmaster General.

We guarantee our British made sets to comply with any future rules and regulations in respect to receiving sets in Hongkong.

For information and particulars visit the **ELECTRICAL DEPARTMENT** of THE HONGKONG HOTEL COMPANY, LIMITED.



**WE SPECIALISE IN EVERY FORM OF WHOLESOME ICE-CREAM.**

THE LATEST MACHINERY IS EMPLOYED TO ENSURE PERFECTION AND PURITY

ON LOK YUEN  
Opposite Dragon Garage.

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COMPLETE HOUSE FURNISHERS

DEALERS IN  
**SWATOW DRAWN AND LACE WORK**  
EMBROIDERIES, OLD MANDARIN COATS,  
SILK, ETC., ETC.  
LARGE CONSIGNMENT JUST UNPACKED.  
INSPECTION CORDIALLY INVITED

JUST RECEIVED A CONSIGNMENT

OF  
**Squibb's Dental Cream**

(Milk of Magnesia Base)  
For the care and preservation of the teeth and gums to be obtained at—

**THE COLONIAL DISPENSARY**  
Tel. 1877. 14, Queen's Road, Central. Tel. 1877.

**HONGKONG HARDWARE CO.**

"TAI LEE CHAN."

ESTD. 1884  
METAL GOODS and HARDWARE.  
Tel. No. C.1993. 119 Jervois Street.

**FOSS & CO.'S. Chocolates 1 lb.**  
VERY FINEST QUALITY.  
Fuller's Almond Fudge, Chocolate Caramels  
— Assorted Caramels, Peppermint Lumps  
etc. etc.

**A. S. WATSON & CO., LTD.**  
THE HONGKONG DISPENSARY.

## READ THIS

" You will be pleased to hear the Moutrie Piano I bought from you last Summer is giving great satisfaction. No Tuner has visited—since about last August, but the instrument is only very slightly out of tune "

(The above letter was sent to us entirely unsolicited)

## MOUTRIE PIANOS

FOR  
REAL SERVICE

Catalogue Post free

**S. Moutrie & Co., Ltd.**

## THE LATEST

IN TENNIS RACQUETS



### THE "BIRMAL"

MADE OF ALUMINIUM ALLOY

13-13½-14 OZS

PERFECT **\$21.00** WILL  
BALANCE NOT RUST

WIND RESISTANCE

REDUCED TO A MINIMUM.

PHONE. 1741.

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## HERRING HALL MARVIN SAFES

FOR  
OFFICE, HOUSEHOLD OR  
PERSONAL USE IN KEY-  
LOCK OR COMBINATION  
ATTACHMENT.

### " THE SAFE WITH A REPUTATION."

Immediate Stocks  
Offering.

### MUSTARD AND CO.

17, Connaught Road, Central,  
Tel. No. 1186.

### BIRTH.

BAYOT.—On September 29 at Ley's Lodge, the wife of Governor Bayot, Masbate, P. I., a son. (Manila papers please copy.)

### The Telegraph.

HONGKONG, 6th Oct., 1923.

### WANCHAI GAP TRAMWAY.

The Government appears to have decided not to proceed with the Wanchai Gap tramway scheme, judging by the statement made yesterday to a *Telegraph* representative by Mr. Fletcher. That decision, if final, marks a distinct *rôle face*, because we know that preliminary steps were taken in connection with the project some time ago, and what is much more to the point, the acting Governor, in last year's Budget speech, went so far as to say that he considered this means of access to the Mount Cameron district essential. He even declared that if it was found desirable to proceed with the work during 1923, the Council would be asked to vote the necessary sum. Such was the Government's attitude a year ago. Now we are told by the Colonial Secretary that it is questionable whether there is any real demand for the tramway. We should say that the demand is far greater now than it was twelve months ago, for in the meantime there has been considerable development of the Mount Cameron district.

The arguments used against the proposal—that Europeans might object to the terminus being in Wanchai, and that the scheme would involve the resumption of much built-on property—applied with equal force a year ago, but they were not then considered an obstacle to the scheme. Why should they be now? As we have before said, the location of the lower terminus is not a vital point—no-one would seriously object to its being situated in Wanchai so long as an adequate feeder service was available. The chief desideratum is an upper terminus which shall make it possible for people to be taken somewhere near their homes. Mr. Fletcher appears to think it doubtful whether the demand for sites in the Mount Cameron district would be sufficient to justify the expenditure on the suggested tramway. To that, the answer is that already many houses are springing up in the locality, and

that more are bound to follow if adequate and cheap means of transport are guaranteed. If there is not much hope of the district being developed, may we ask what justification there is for spending so much on road construction in the neighbourhood? It is pertinent in this connection to point out that when the present Peak Tramway was built in 1888, there were only about a dozen houses in the Peak district; the tramway was a big factor in leading to greater development; and no doubt a similar experience would result from a service to the eastern middle and higher levels.

It is true that there is a motor road serving the locality, but all Peak residents are not the fortunate possessors of cars. A bus service would be too expensive, also, for the majority of residents. As to Mr. Fletcher's assertion that the recent revision of the Peak tram time-table has relieved the congestion, it is true that matters have improved, but at certain hours it is still impossible to get seat. In any case, that is only one aspect of the problem. The great need is a service which shall take people living in the growing districts of the upper levels nearer their homes. The recent public meeting on housing voted solidly in favour of the Wanchai tram scheme, and the Housing Commission again urges it. Is popular opinion to be over-ridden by the Town Planning Committee? We hope the Unofficial members will speak out plainly on this issue when the Budget debate takes place. The alternative scheme suggested by Mr. Fletcher is better than nothing, but the mischief is that it is dependent on a quick solution of the military lands question; and somehow we do not expect to see this problem finally solved for quite a time yet.

### Kowloon Hospital.

Kowloon residents were rather surprised that no reference was made by His Excellency the Governor to the Kowloon Hospital in the course of his Budget speech. There is, in our opinion, need for a detailed statement as to how work on this much-needed institution is proceeding. At the end of 1921, it was stated that the first portion of the Hospital would take two years to construct. It was then hoped that the work would be put in hand right away, but there was great delay, and we believe we are right in saying that it was not until the early part of this year that construction began. It looks even now as though the project is not to be completed by the end of 1924, for we see the estimates provide for even less being spent on the work next year than this, and even then the whole vote will not be expended. The need for a hospital in Kowloon is admitted on all hands, even in official circles. It is an urgent need, too. We therefore trust that the Government will soon have it impressed upon them that the work must be pushed ahead with greater expedition than hitherto.

### Military Contribution.

Some ten years ago, a resolution was moved in the Legislative Council to the effect that Hongkong's Military contribution should in no year exceed a million dollars. The estimate for 1924 is put at over four millions! That does not imply that we are getting a proportionate increase in our defence forces; it merely means that our revenue has tremendously grown in the interim, and as the contribution is based on twenty per cent. of our income, so does the amount due to the Imperial Government expand. No-one, of course, objects to paying for defence, but we cannot help thinking that the system by which the vote is obtained is altogether wrong. It means that when we raise revenue for big works we have to add a further twenty per cent. thereto in order to pay the increased Military Contribution. It is a very bad system, and we are hoping that eventually it will be abolished in favour of a more equitable method of computation.

## DAY BY DAY.

THE BOSS WILL INCREASE YOUR SALARY WHEN YOU INCREASE HIS PROFITS.—Coleman Car.

The annual Licensing Sessions take place on November 2nd.

A Reuter's message says the Lord Mayor's Japanese Relief Fund totals £330,000.

It is notified that the name of the Empress Hotel Company, Limited, has been struck off the Register.

His Excellency the Governor has appointed Police Sergeant F. T. James to be Sanitary Inspector for Aberdeen.

During the past quarter, there were 18 samples of milk analysed under the Sale of Food and Drugs Ordinance. All were genuine.

Major A. S. Littlejohns, D.S.O., R.A.M.C., has proceeded to North China to carry out a Sanitary Inspection of Tientsin and Peking.

President Coolidge is reported by Reuter to be unalterably opposed to the cancellation of the debts owed to the United States by European countries.

On the 22nd instant, Inland Lot 2445, situate on Pokfulum Road, will be sold by auction. It contains about 18,000 square feet and the upset price is \$8,200.

In connection with the Kowloon Dock Recreation Club's swimming gala at Aberdeen tomorrow, launches will leave the Kowloon public pier at 2 p.m.

His Excellency the Governor has appointed Mr. G. S. Kennedy-Skipton to act as an Assistant to the Secretary for Chinese Affairs as a Deputy Registrar of Marriages.

His Excellency the Governor has appointed, provisionally and subject to His Majesty's pleasure, Mr. Robert Hormus Kotewall to be an Unofficial Member of the Legislative Council.

During the absence of Major A. S. Littlejohns, D.S.O., R.A.M.C., on duty in North China, Captain R. F. Walker, M.C., R.A.M.C., will carry out the duties of O.C. Military Hospital.

The Observatory returns for September show that the average mean temperature was 81.1, the highest being 90.2 on the 7th, and the lowest 73 on the 30th. There were 244.8 hours of sunshine and 6.28 inches of rain. The average humidity was 73.

The silk forwarded from here by the s.s. Empress of Australia on the 24th August arrived on New York on the 29th. September, having been 36 days in transit. The Australia was delayed in Japan 13 days on account of the earthquake. The silk sent forward by the Empress of Asia on 6th September arrived in New York on the 28th. September, having been 22 days in transit.

## BILLARDS MATCH.

A very pleasant evening was spent on Friday last at the Chief and Petty Officers' Recreation Rooms, Naval Yard, when a billiard match took place between the Garrison Staff Sergeants' Mess and the Chief and Petty Officers Royal Navy. The results were:

Staff Sergts.	Chief & Petty Officers.
Fritz. 150.	Spry. 54.
Dunnell. 87.	Edgar. 150.
Crumplin. 63.	Thomas. 150.
Stroud. 150.	Burd. 94.
Smith. 150.	Gough. 89.
Dennis. 135.	Green. 150.
	735.
	687.

The billiard match was followed by a smoking concert.

A former match recently played between the two teams resulted in a win for the latter.

## Bulls and Inners

From the Office Butts.

There is no truth in the story Spelling the names of these that Bandman Miles, winner of kindergarten systems reminds last week's Football Competition, us of writing out champagne has been confined to barracks for advertisements blowing his horn.

Only one case of a ball very nearly hitting a bird has been reported from Fanling this summer.

Polo isn't the only game played in the dark in Hongkong.

The Captain Superintendent of Police is closing Shaukiwan Hill a bit to-day. Bet he'd like to shut up some of our local motorists as well.

Funny how recklessness is always associated with motoring. On Sunday it was a case of the more careful the driving, the more reckless the betting. Some people are never satisfied.

This doesn't apply to the man who backed his car for a place which turned out to be the ditch. The man who casts aspersions is very apt to be cast out.

True, business is rotten, but, on the other hand, our merchants have written have all the more time to read asking us to put an extra wrapper on their papers. Looks as if they're having cold weather there already.

Every time our dog scratches himself, the people next door think of the Japanese disaster.

A full load in a car naturally means more spirit.

There was another arms raid in Kowloon to-day at 2 a.m. Joking apart, isn't it about time that one of these New Year and/or Birthday Honours was coming Mr. Pollock's way?

If you want to hear the truth about the perfect infant, ask father while he's doing his nightly marathon.

Talking about Gymkhana, what about a motor one?

If they must hang washing out on the Helena May Institute grounds, can't they give us something really chic and dainty?

There is a happy medium—even in beer.

From the social point of view, they indicate to the non-owner what he can get out of other peoples cars. MacWhirter says he got a couple of whisky sodas out of a Studebaker, a cigar out of a Crossley and a few nuts out of a Ford.

Just as we were thinking of stopping our daily bath, the Water Authority announces a constant supply of water.

At a recent wedding reception we saw a man making about \$20 to even squeeze their tanks!

We have even heard of one who is already having a rubber tank constructed and suitably camouflaged for the next trials.

Suppose it all depends on how the spirit moves them!

There were not many "blow-outs" excepting at one table occupied by a very wily party at Fanling.

We also discovered the height of generosity—a man offering to stand his friends drinks at a club of which he was not a member and therefore not privileged to pay.

What annoyed some of the competitors on Sunday was that they had free spirit but had to economise if they hoped to win.

Viscount Ednam, M.P., is in a local paper reported to have stated that "unless the public throws its weight into the scales we shall not be able to save the voluntary hospital system which has been the pride of Great Britain and the envy of foreign countries for upwards of 400 years." Which no doubt accounts for its difficulty in keeping its feet.

The gentleman who made a hole in one at Fanling last week is not yet quite out of danger.

Gasoline has gone down but it has a long way to go to catch up with the German mark.

Five Scotsman on a delegation when they got home complained that they couldn't find a drink in New York. Last time we were there we managed all right, but then we had to pay.

"Do we want anything nice and moderate?" asks a local advertiser.

You bet we do. But not in mandarin chots, we don't.

**NEW TYPE OF CAR COMING.**

Return to the Inexpensive Car.

Are we going to see another change in the popular car fashion next year? Is the inexpensive family car once again to come into its own?

I think the answer to these queries will be in the affirmative, says a Home writer. Some of you may remember that rather more than a year ago I forecasted a change from the then all supreme small two-seater.

When we study the roads at the weekend, what do we find? We see the popular British two-seater turned willy-nilly into a family car.

You can, of course, see cases where the small two-seater is used as a small two-seater, but the bulk of popular desire is the ability to carry four or five people.

OPOSING FACTORS.

The last thing in the world in my mind is to decry the many excellent British small two-seaters of the £250 to £300 type. In fact (without wishing to appear rude to you), it is necessary to have more than a superficial knowledge of the subject to appreciate adequately what good value for money these cars represent.

But two blunt facts remain. One is that they are not intended for constant loads of four or five people. And the other is that the bulk of motorists of moderate means constantly want to carry four or five people.

The two factors are opposed, and the result is that the over-loaded and—at such times—under-engined small two-seater spends more time than it ought in the repairer's hands.

And now I think we have got to the parting of the ways. The two-seater must be left to the "two-seaterites," and the manufacturer is going to give us really sound, inexpensive family cars.

**INEXPENSIVE BUT GOOD.**

Since the war the British manufacturer has had so many insurmountable difficulties to contend with, that the inexpensive family car has been an impossibility. But the time has now come when he can once again not only equal, but better, the pre-war achievements in that direction.

I single out two recent examples to show which way the wind is blowing. You have the new "Four-14" Armstrong Siddeley at £400, and the 14 h.p. Crossley at 400 guineas.

If you will cast your mind back to this time last year you will readily appreciate the marked improvement in high-grade British car values which these models represent.

As I have just been putting the new Armstrong Siddeley through its paces I will tell you what I think of it.

A BRITISH ACHIEVEMENT. My only criticism is of a personal nature, as I am long-

**"MORE MILES PER GALLON"**

**HONGKONG MOTOR TRIALS**

Fuel Consumption Test  
SEPTEMBER, 30th. 1923.

**1st. & 2nd. PLACES**

IN EACH SECTION WERE WON BY CARS AND MOTOR-CYCLES USING

**SHELL MOTOR SPIRIT**

(Full particulars next week)

**SCHNEIDER CUP RACE**  
(World's Seaplane Championship)

held at COVES, ENGLAND 27.9.23.  
ONLY THREE COMPETITORS FINISHED  
AND ALL THESE USED—

**SHELL AVIATION**

WINNER'S SPEED 177.4 M. P. H.—  
A RECORD FOR THE RACE

**"MORE MILES PER GALLON"**

**MOTOR TRANSPORT CONGRESS.**

**114 COUNTRIES TO TAKE PART.**

The first International Motor Transport Congress ever held in the United States, which will be attended by automotive representatives from all corners of the globe, is to be convened in Detroit, in May, 1924.

Its purpose is to provide a better underlying motor transportation in every part of the world. The Congress is under the auspices of the National Automobile Chamber of Commerce.

Invitations are to be extended to Foreign Government Officials, automobile associations, dealers, manufacturers aboard, and editors of trade papers devoted to motor transport in each of 114 countries, where motor vehicles are used.

The Congress is to last four days during which time subjects of direct bearing on the economic development of international motor transport will be discussed by prominent executives, who besides holding important positions in automobile companies, are also active on N. A. C. C. Committees that study automotive problems pertaining to taxation, highways, insurance, distribution, servicing, operation, financing and other co-operative activities.

Actual automotive conditions in specific countries will also receive attention. Speakers to be chosen from among the delegates will be asked to review the automotive situation in their respective continents and to touch on problems with which they are confronted and in the solution of which the manufacturers and repairer's hands.

And now I think we have got to the parting of the ways. The two-seater must be left to the "two-seaterites," and the manufacturer is going to give us really sound, inexpensive family cars.

Since the war the British manufacturer has had so many insurmountable difficulties to contend with, that the inexpensive family car has been an impossibility. But the time has now come when he can once again not only equal, but better, the pre-war achievements in that direction.

I single out two recent examples to show which way the wind is blowing. You have the new "Four-14" Armstrong Siddeley at £400, and the 14 h.p. Crossley at 400 guineas.

If you will cast your mind back to this time last year you will readily appreciate the marked improvement in high-grade British car values which these models represent.

As I have just been putting the new Armstrong Siddeley through its paces I will tell you what I think of it.

A BRITISH ACHIEVEMENT. My only criticism is of a personal nature, as I am long-

**A GOOD PERFORMANCE**



Mr. H. W. Chaney on his Triumph, which registered over 117 miles per gallon in Sunday's tests. He came in second in the cycle solo class.

**WHY ENGINES LOSE POWER.**

ignition, although the two latter faults are not likely to arise without human interference. A choked silencer has caused much heart-burning on many occasions but it should not happen with a fairly new car, unless gross over-lubrication has been indulged in.

**TRACKING DOWN A COMMON TROUBLE.**

On many occasions owners of short experience have come to me asking for an explanation of why their engines have mysteriously lost their pristine vim and vigour, says a motoring correspondent. It is a happening that comes to most of us sooner or later.

A car behaves "like a perfect lady" for an indefinite period, in the can, the cover put on, and sometimes long and sometimes short, and then for no apparent reason all its power and capacity for romping up hills disappear. I quickly from the parts and will am not now referring to those fallen through the mesh, leaving the obvious causes of lost power, such parts clean.

as valves that badly need re-grinding, escapes of compression due to gummed up piston rings, or excessive carbon deposit that paradoxically sends up the power output of an engine to such an extent that the driver cannot take advantage of it.

What I now have in mind is that falling off from previous standards, and that fading away of vigour while apparently everything about the engine is just as it always was. This trouble is commonest with fairly new cars

that have covered, say, more than 1,000 miles, and sometimes very much less. The worried owner goes over everything, as he thinks, most carefully, but finds nothing wrong. He finds nothing because in most cases he is looking too deeply.

**POINTS THAT ARE OVERLOOKED.**

He does not think of examining the external joints of the reduction system to ensure that there are no air leaks. In his examination of the ignition system he will probably entirely overlook such a simple thing as whether the wires are firmly attached to the plug and magneto terminals, and he will take the valve tappet clearances for granted.

Tappet clearances always need checking on a new car after the first 300-500 miles, and instructions are usually given in the maker's handbook as to how this should be done, and what is the correct clearance. If an engine is provided with valves of one or more of these will permit of compression escape, this means inadequate power generation.

Finally, and especially inadequate, lubrication is surely among causes of decreasing power output. The maker gives certain instructions which it does not pay to ignore, and especially does this apply to the brand and quality of oil recommended. And second in importance only to the lubrication of the engine is that of the chassis, especially the gear-box and the back axle.

**FAULT NOT IN THE ENGINE?**

Frequently when investigating one of those cases of mysterious loss of engine power I have found that the trouble was immediately cured by a change of sparking plugs, although these in use seemed quite sound. And I have found that the fault was not in the engine at all. A gear-box or back axle without lubricant, or without enough, and, above all, binding brakes, have explained what the owner insisted was entirely an engine fault.

If investigation on the lines fails to secure the desired result then it may be concluded that there is some functional disorder, common examples of which are gummy or burnt valves, or even incorrect timing of valves, or

# DUNLOP

IN THE RECENT MOTOR TRIALS,

THE: **1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> PLACES**

IN BOTH

ACCELERATION & FUEL CONSUMPTION

TESTS WERE WON ON

# DUNLOP CORDS

These facts support the unanimous verdict of experts that a car MUST be equipped with the BEST TYRES if ECONOMIC RUNNING is to be expected.

## DUNLOP TYRES

as supplied to

THE HONGKONG GOVERNMENT

for the exclusive equipment of all its motor vehicles

are

Obtainable from stocks carried by Hongkong & Kowloon Taxicab Company, Ltd., Kowloon, J. Gibbs & Co., Alexandra Buildings, C. 704 (Sundays & Holidays C. 4532)

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# DUNLOP

Rubber Company, (China) Limited.

Founders throughout the World of the Pneumatic Tyre Industry.

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Phone C. 4554.

## NOT A BY-PRODUCT.

UNLIKE 9 out of 10 oils offered you, Gargoyle Mobiloil is produced from crude stocks chosen primarily for their lubricating value—not for gasoline yield. This distinct Specialization in lubricating oils has won for the Vacuum Oil Company its world-wide recognition as the outstanding authority on correct lubrication.

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Make the chart your guide

TELEPHONE YOUR ORDERS TO

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## BRITISH CARS

By special arrangement with the Austin Motor Car Company, Ltd., we are now able to supply AUSTIN twelve and twenty h.p. cars in Hongkong, all charges paid, at the English factory list prices. Immediate delivery can be given on 20 h.p. Touring Models.

Prompt shipment on all other models.

Catalogues may be obtained from the

SOLE AGENTS:

Alex. Ross & Company,  
(China) Limited.

Bank of China Building, Duddell Street.

Telephone Central 2487.

As used by The Hongkong Government.

2-2½ ton truck chassis £740.-0-0

c. i. f. Hongkong.

THE TRUCK WHICH HAS PROVED ITS WORTH IN HONG KONG

SOLE AGENTS

Alex. Ross & Company,  
(China) Limited.

BANK OF CHINA BUILDING, DUDDELL STREET

TELEPHONE C. 2487.

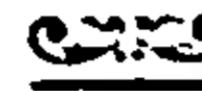
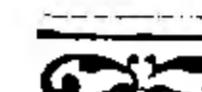
# HUDSON Super-Six

Hudson has outsold all fine cars for eight years. That shows how buyers acknowledge its supremacy as a value. It is famous as a long life car. Many have served upwards of 7 years and 100,000 miles.

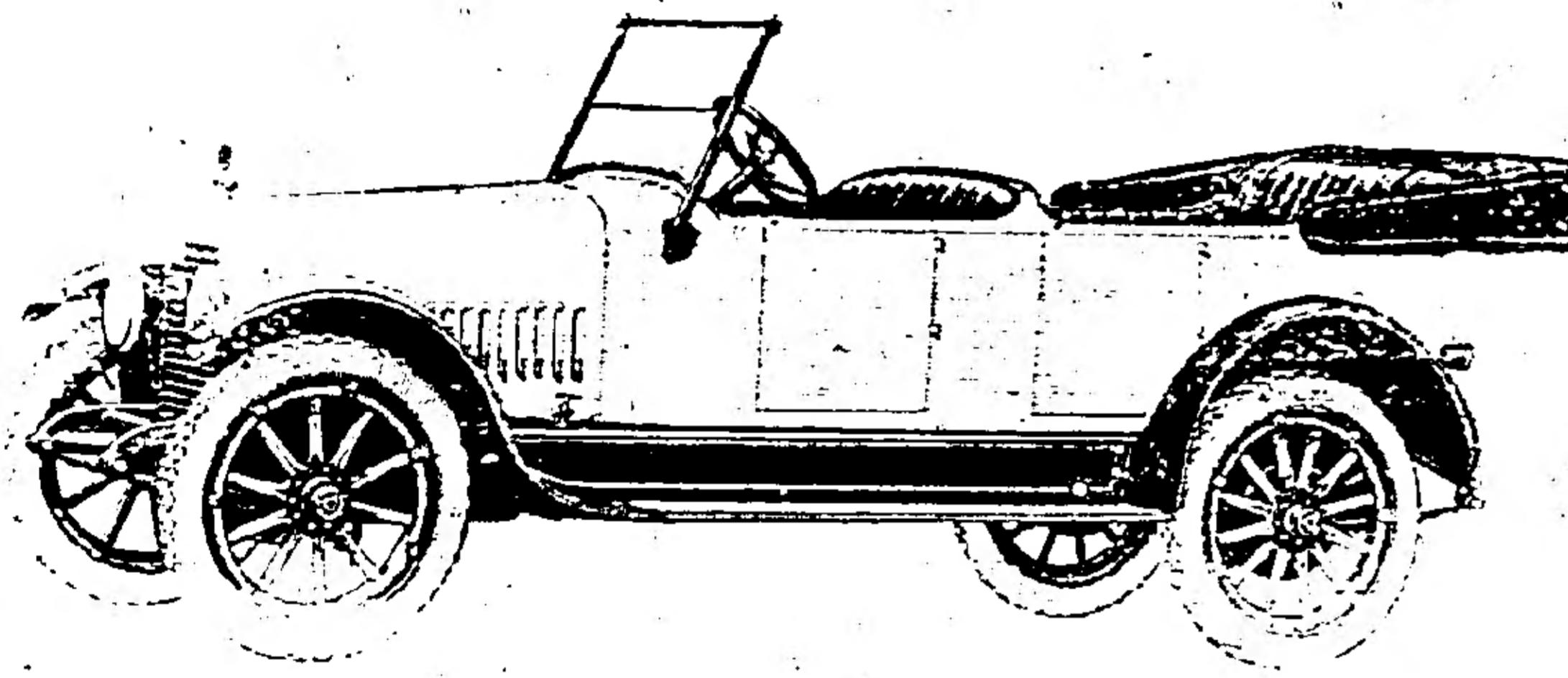
It combines economy of upkeep and operation with the performance, ability and smoothness of costly cars.

Its price makes it the most conspicuous value Hudson ever offered.

4 - Passenger Phaeton \$3,900.

  
Hudson Also  
Builds the  
**ESSEX**  


7 - Passenger Phaeton \$4,000



## THE DRAGON MOTOR CAR CO., LTD.

Latest Models on view at our Sales and Service Station.

Wong Nei Chung Road, Happy Valley.

Telephone Central 3950.

## 1924 HARLEY-DAVIDSON

ALEMITE LUBE  
RICATION SYSTEM  
MOTOR CUTS VI-  
BRATION IN HALF  
FIRST IN ACCELERATION  
AND FUEL CONSUMPTION  
TESTS FOR COMBINATIONS  
HELD IN RECENT TRIALS.

SHEWAN TOME'S & CO.  
TELEPHONE 781.

## WHY DON'T YOU OWN A CAR?

Why walk or pay car hire when you can have a car of your own on easy payments?

The following cars are in excellent condition:

OLDSMOBILES .....	5 Seaters, at \$1,800.00
" .....	5 Seaters, at \$1,500.00
STUDEBAKERS .....	5 Seaters, at \$1,800.00
" .....	5 Seaters, at \$1,500.00
ESSEXS .....	5 Seaters, at \$1,500.00
ESSEX SEDAN .....	5 Seaters, at \$3,000.00

Write for full particulars to:-

P.O. Box 635 or Tel. K.765 (After 7 p.m.)  
DEMONSTRATION TRIPS ON REQUEST.

## THE HUMAN ZOO



A motorist's sympathetic smile for a brother in distress.

**SAFETY RULES.** "ASIATIC MOTORS."

Move for Uniform Law in New Shanghai Monthly.

We have been favoured with a copy of the first issue of *Asiatic Motors*, a new Shanghai motoring monthly, which should prove of concerted move for the adoption interest to all motorists in the of safety measures throughout Far East. Formerly, the *Far America*. What can't be effected *Eastern Review* ran a bi-monthly through legislation is being effected named *Far Eastern Motors*, advocated through education, and the publication under notice.

Thus we get the American is the successor thereto, being Automobile Association and its now issued monthly in a larger member organizations encouraging the adoption of uniform traffic laws. The October number is a really legislation in all the states, so first-class production, and if the that auto accidents may be further remaining issues maintain the reduced. At the same time states standard thus set, there should be passing all sorts of laws enacting a bright future for this journal, forbidding caution among auto drivers.

Three states have gone so far as to compel motorists to come to a complete stop before crossing railroad tracks. They are Virginia, North Carolina and California, although the California law applies only to motor buses and trucks carrying inflammable or explosive material.

STATES UNITE. The issue is full of interesting matter, and is one of the very best motor numbers we have encountered out East. The publisher's offices are at 16, Jin-keo Road, Shanghai, and the annual subscription throughout China is \$3 (Mex.).

FRANCE TO HAVE A "BROOKLANDS." In view of the British successes at the recent car and motor cycle Grand Prix races, French motorists have come to the conclusion that it is essential that France should possess an adequate racing track. It has been decided, therefore, to construct one at Miramas, about twenty miles south-east of Arles.

The length of the lap is to be 5 km. (3½ miles). Easter, 1924, is the provisional opening date.

## MR. CAR OWNER!

Why not send us those LAMPS,  
FITTINGS, etc. from your car  
and let us make them like new?

## THE ELECTRICAL DEPARTMENT

(OF THE HONGKONG HOTEL CO., LTD.)

## EXPERTS IN PLATING.



## THE MICHELIN "CABLE" CONSTRUCTION

Increases the mileage of  
the tire and improves the  
running of the car.

AGENTS:

LEPACK & CO., LTD.,  
50-52 Queen's Rd. Central.

## NERACAR



## "SAFETY FIRST."

For safety, Reliability, Strength, Cleanliness and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads, it will give a speed of 35 miles, whilst on hills—such as the Chin Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

Write or call for demonstrations

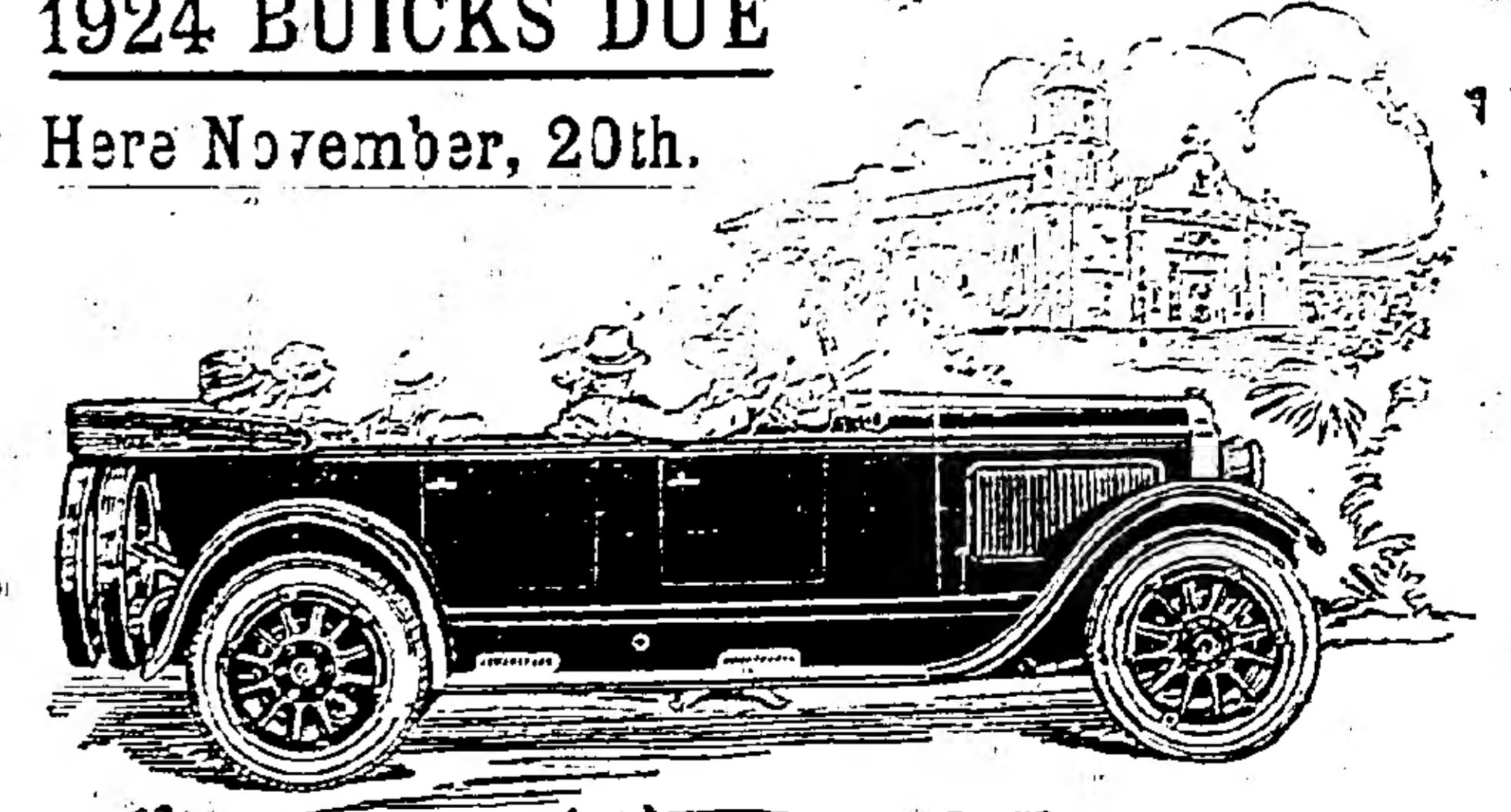
## De Sousa & Company, Limited.

Sole Agents for South China.

2nd Floor, St. George's Building, Telephone C. No. 1284.

## 1924 BUICKS DUE

Here November, 20th.



WE HAVE JUST RECEIVED A CABLE ADVISING US THAT THE S.S. "PRESIDENT MCKINLEY" IS BRINGING A SHIPMENT OF SEVEN SEATER 1924 LATEST MODEL

## BUICKS

DON'T DECIDE ON A CAR UNTIL YOU HAVE SEEN THESE.

The Hongkong & Kowloon Taxi-Cab Co., Ltd.

33 & 35, Des Voeux Road, Central.

WHEN ADJUSTING BRAKES. In cases where the brakes on the cars are operated by cables instead of rods, it will be found that the following hint will often effect a saving in brake linings. It usually happens that the linings are discarded before they are fully worn out, because the full adjustment has been taken up at the usual places. By taking out the pin where the cable is connected to the cam-operating lever at the rear end giving the cable a few twists, it will be found that, after replacing the pin, all slackness will be taken up. This can be done periodically until the linings have given the maximum possible service.

At the same time the American Automobile Association, the National Motorists' Association and other similar organizations are seeking uniformity of state auto laws, not only from a safety angle, but for the general benefit of drivers. As Major Roy Britton, chairman of the legislative board of the A.A.A., puts it:

"The adoption of a uniform code of regulations would not only reduce the hazard of driving along our streets and highways through a common understanding of just what the regulations are, but would make their enforcement easier."

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.

Saturday, Oct. 6th, 1923.

(Being the Official Organ of the Hongkong Automobile Association).

## LOCAL MOTOR NOTES & NEWS

### TUNING A MOTOR CYCLE.

FOR RECORD-BREAKING  
AT BROOKLANDS.

[BY "NORTONIA".]

(Continued).

A matter of decided importance to all motorists has been raised by another series of wonderful tests carried out by the recent comments in the figures 65.15 miles per gallon on the powers of the on a heavy Harley-Davidson tested and passed out of the police to cancel motor licences, combination with an automatic factory, over to the man who is. This, as we have pointed out, is a carburetor: 68.61 on an Indian going to ride it on the record power which the police at Home Chief; and 70.01 on a Royal breaking test. He is, of course, do not possess, and we should feel with two-lever carburet, an expert tuner and is assisted by an army of mechanics and the designer.

The rider first runs around the track at a fairly slow speed to complete the running-in process and then he starts experimenting. If the machine has had a good bench testing, the engine should usually fit a revolution counter to enable him to find the correct gear ratios. In some cases a machine has a countershaft, but only one gear; in other cases it has a close ratio two or three speed box, with no kickstart. After the experimenting process the machine is taken down and the rider fits the equipment he fancies, or in some cases, fits the tyres, chains, etc., of the firm who pay him most.

The A.C.U. is now notified that the machine wishes to attempt a certain record on a certain day, and everyone concerned, which have, we believe, pray for fine dry, not sure, rarely, if ever, been too hot or too cold, no rain and no wind. It must be conceded that the record is to be attempted, the run will be over the 150-mile allowance.

Under the present method, it is possible we do not say it is done for the traffic police to make a "marked man" of any cyclist or car driver; and that is a suspicion to which the police should not lay themselves open. In reply to this point, the Captain Superintendent of Police says an offender has to be tried before his licence can be taken away, but, on the C.S.P.'s own authority, we have it that licence can be cancelled.

We read this to mean that, once a motorist has been convicted, the police can at any future time take away his licence if they (not the magistrate) come to the conclusion that he ought not to be trusted on the road. That, to our way of thinking, is investing the traffic police with too much power. The police duties should only comprise the tracking down of offenders and bringing them to Court. After that, the punishment, whether it be a fine or cancellation of the licence, or both, should rest entirely with the Bench. That seems to us the common-sense and just method.

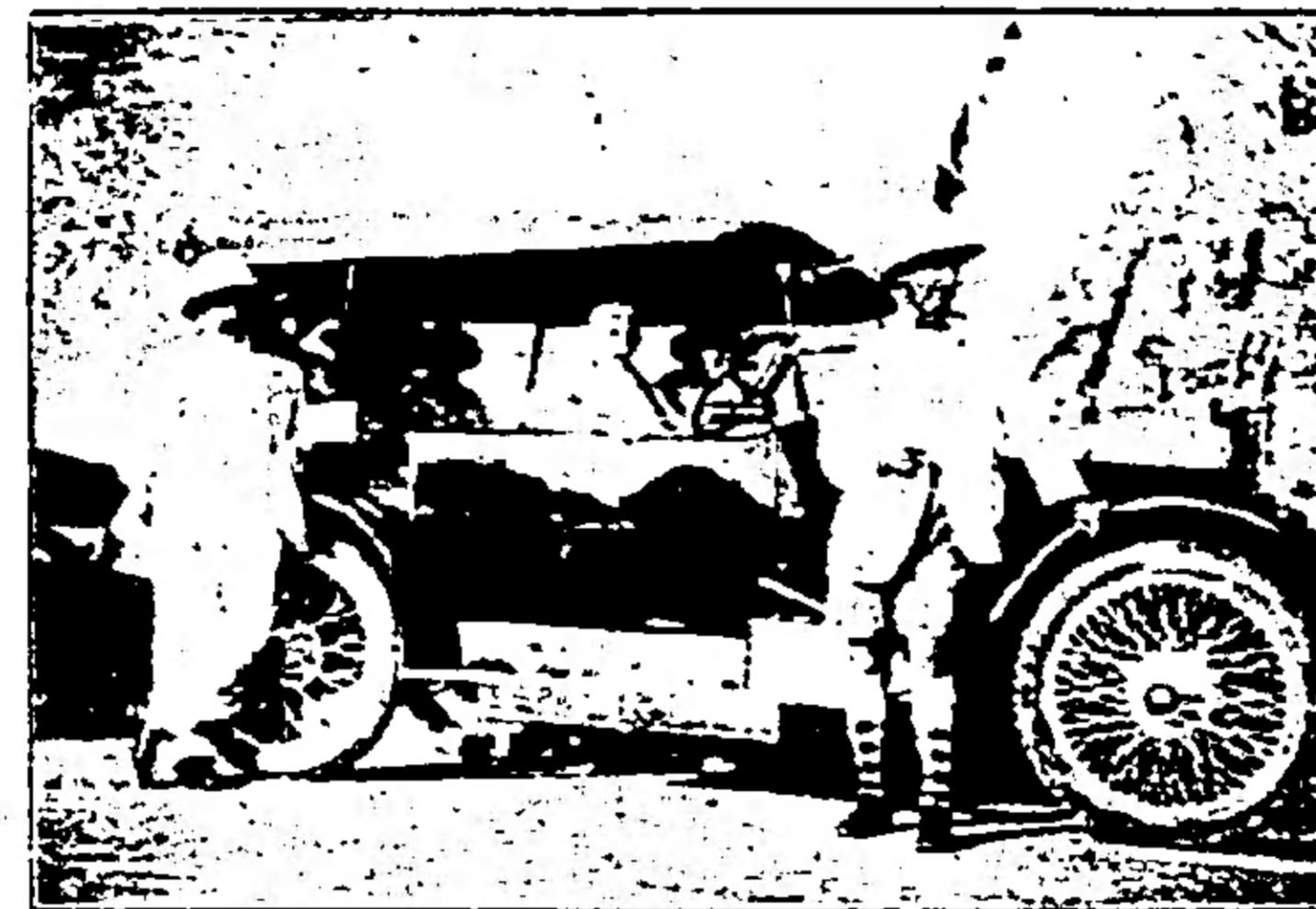
The whole day was a most enjoyable one. The filling and timing strips are laid down while the timekeeper in the timing box sees his machine is working properly and other officials are at the starting and finishing points. The machine is given a run around the track to warm up the engine, and suppose the record is a flying start, he carries straight on; if a standing start, he stops with his front wheel on the timing strip. He may either start on the clutch with engine running or be pushed off with engine stopped. As soon as he crosses the strip, the timing machine starts to record, something like a tape machine.

The whole run is now a struggle between man and machine. Obviously the nearer to the inside edge of the track the rider can keep his machine, the less distance he has to travel. Motor cycle records used to be timed on a ten-foot line; that is, the distance around the track was some 20 feet (lap about 24 miles), and it takes an extremely good rider on an extremely good steering machine to keep anywhere near the 10' line. The machine always has a tendency to climb the banking and get further away, and the higher the speed, the farther away the machine gets. For this reason, cars are timed on a 50' line.

At the end of the ride there is another timing strip and the rider's pit helper waves a huge check flag to signify the end. Should it be a long distance record, there is a depot (called a pit) at the side of the track where spare wheels, plugs, chains, oil and petrol are laid out on a counter and a band of helpers pounce on the machine when the rider pulls up, and hastily fill up or change anything. The engine may not be replaced, neither may the frame, but tyres, wheels, etc., may be, during a long run and one of the sights of a long race or ride is the pit service of different riders.

The Triumphs and other English lightweights did extremely well, of course, most of them beating even the winner on m.p.g. but losing "on top" miles. One or two of the machines should have done much better, pointing in the form of useful articles needed by motorists. Now Hongkong go and do likewise!

### THE WINNING CAR.



Mr. J. Parsons (right) is here seen with his Buick, which won the fuel consumption test for cars last Sunday. Mr. A. H. Rowe, who drove the car, is at the wheel.

### PROBLEM OF ROAD ACCIDENTS.

#### Non-Motoring End of the Story.

A motoring correspondent writing in a Home paper says in certain circumstances the most important and experienced driver in the world can become the indirect heart should appreciate their serious accident occurs. At the moment no section of officialdom is endeavouring to improve Safety First conditions from the non-motoring end, which is the vast percentage of cause.

To prove how necessary such action is, I quote the recent dictum of the Westminster coroner, Mr. S. I. Oddie, whose opinion must carry the due weight which the experience he refers to commands. He said:

In the last ten years I have had 914 deaths. In only 32 have there been verdicts of negligence, not criminal negligence, and in only 13 have there been verdicts of manslaughter due to gross and culpable negligence.

"Speaking broadly, the cause of accidents is very commonly the fault of the pedestrian. Amongst the commonest causes are crossing the street without looking, crossing in front of one vehicle and being killed by another, the nearer to the inside edge of the track the rider can keep his machine, the less distance he has to travel. Motor

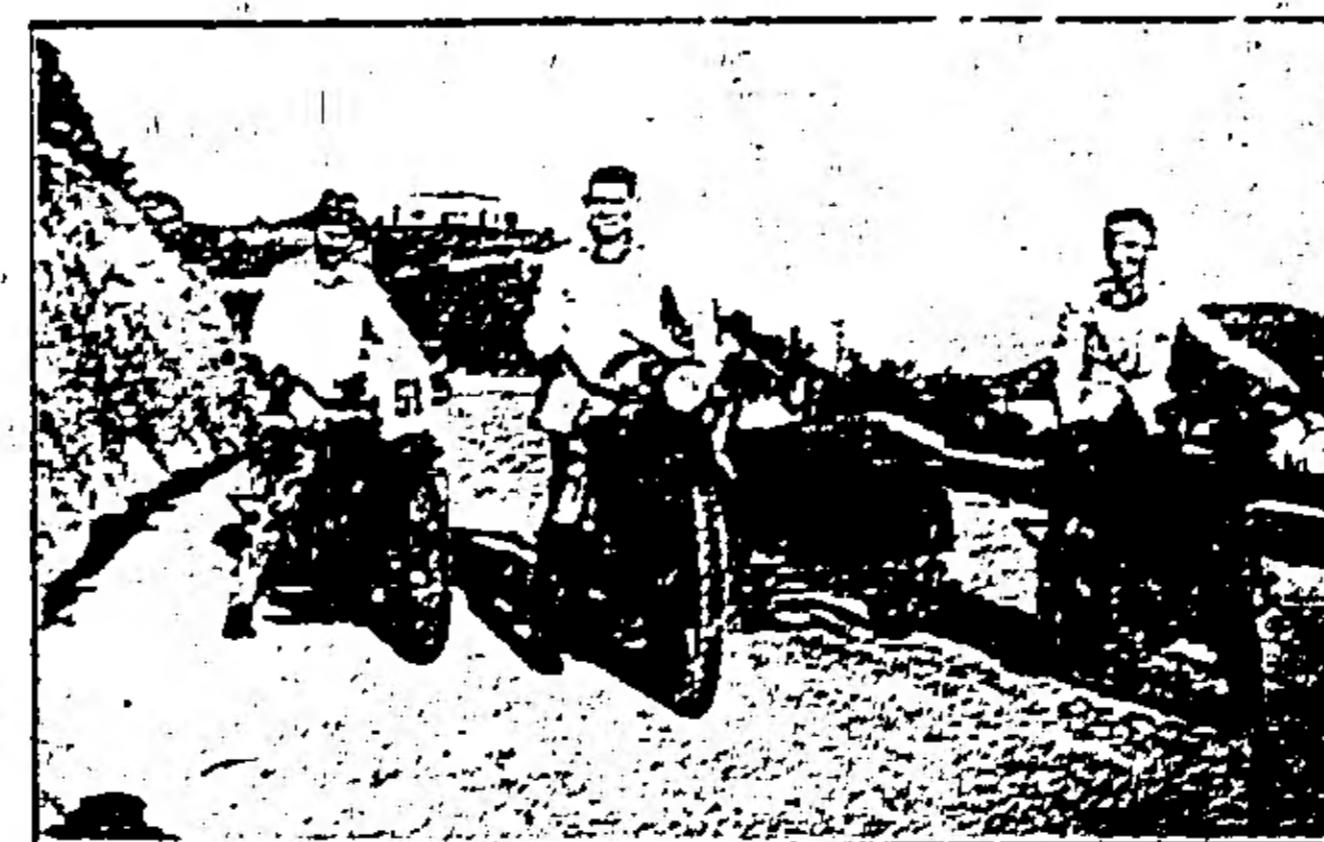
cycle records used to be timed on a ten-foot line; that is, the distance around the track was some 20 feet (lap about 24 miles), and it takes an extremely good rider on an extremely good steering machine to keep anywhere near the 10' line. The machine always has a tendency to climb the banking and get further away, and the higher the speed, the farther away the machine gets. For this reason, cars are timed on a 50' line.

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It is seen, therefore, that during a 10' years' period, culpable negligence was assigned to the driver in under one and a half per cent. of these deplorable accidents.

In view of the ever-increasing growth of mechanical traction,

### MOTOR CYCLE WINNER.



On the extreme left (No. 51) is Mr. A. Young, who won the fuel consumption test for solo cycles in last Sunday's competition. Next to him is Mr. Ellwood, also a competitor, with Mr. R. Earshaw on extreme right.

### SUNDAY'S FUEL TRIALS.

#### Chats with Some of the Winners.

#### SOME FINE PERFORMANCES.

Sunday's fuel consumption tests, carried out in the New Territories, proved in every way a complete success. Some really remarkable results were achieved. We have been fortunate enough to secure brief interviews with some of the prize-winners, whose statements will no doubt prove of general interest to the motoring public.

#### FINE FEAT BY A BUICK.

Seen by a Telegraph representative, Mr. J. Parsons, the owner of the winning car, stated that his Buick (five passengers) which he purchased in 1922. At the time of purchase, the car had run about 6,000 miles and to date, the speedometer registers close on 20,000 miles.

"This goes to show," said Mr. Parsons, "that a Buick after completing 20,000 miles with a little personal attention, can successfully compete with new models of his machine was a Royal Enfield, other makers now running in Hongkong. It is really a remarkable performance and I feel it will interest the manufacturers, who have now turned out over a million Buicks, which is sufficient evidence of the popularity of this car."

Asked about his previous experiences, Mr. Parsons said: "Before the motor trials my car made 23.5 miles per gallon at a speed of 24 miles per hour, a point which has always pleased me when discussing motors with other enthusiasts." Mr. Parsons added that it was good to see that makers are now giving more attention to carburetors and fuel consumption.

The next point is that "crossing the street without looking" is one of the commonest causes of fatal accidents. As some 3,000 persons lose their lives each year in such accidents, would it not be to the nation's advantage to have "Look before you cross" notices on lamp posts, refuges, and similar places? The next most fruitful source of fatal accident is crossing in front of one vehicle to be knocked down by another vehicle overtaking the former. Here again, by another coming in the opposite direction."

Speaking broadly, the cause of accidents is very commonly the fault of the pedestrian. Amongst the commonest causes are crossing the street without looking, crossing in front of one vehicle and being killed by another, the nearer to the inside edge of the track the rider can keep his machine, the less distance he has to travel. Motor

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In view of the ever-increasing growth of mechanical traction,

**THREE MILES PER MONTH.**  
"Though by no means designed as a speed machine (its maximum is about thirty-five miles per annum), high averages can be maintained in comfort."—The heading of the article from which this gem is extracted, is "A Real Alsatian Machine." It is just as well that it is.

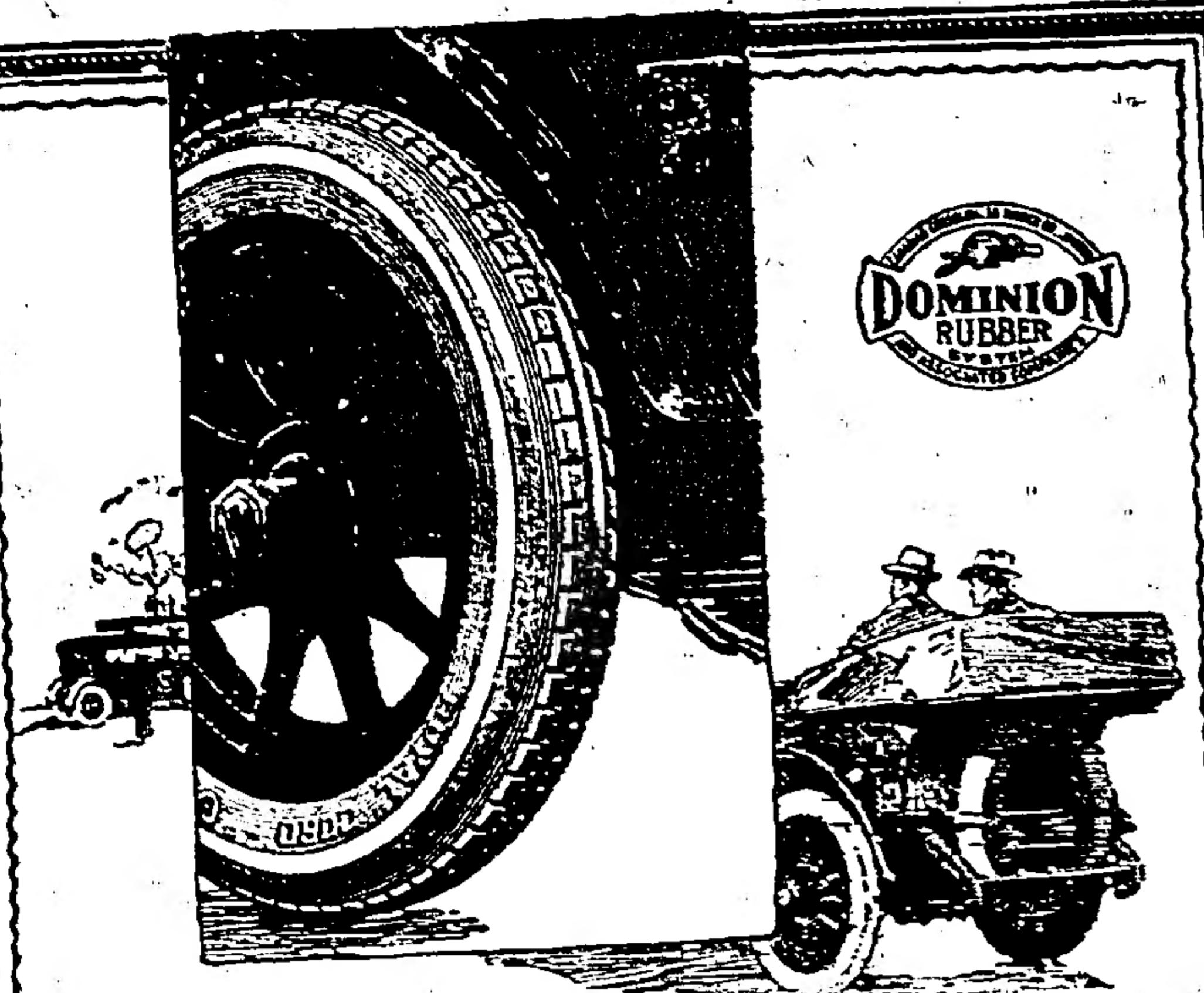
**DON'T FORGET THE SPARE.**  
When you are looking over the tires on your car, don't forget the spare tire you are carrying behind. Unless it is covered to protect it from light, water, oil and heat, it will rapidly deteriorate. These enemies of rubber will take the life out of any rubber product in a short time.

Mr. H. W. Chaney, who came in second in the cycle solo on a 1920 model Triumph, told a Telegraph representative that the most he had ever done before was about 100 miles to the gallon, but on this occasion he did more than 117 miles. His carburetor was an old B. & B. type which had been in use for some years; he used "Shell" spirit and "Mobil Oil." His tires were one Dunlop and one United States.

"I consider that my performance speaks well for the Triumph," said Mr. Chaney, especially remembering that it was an old chain-cum-belt model about three years old."

Mr. Chaney said that he averaged a speed of between 20 and 25 miles per hour all the way round. He had a burst tire at Fanling, but with the assistance of one of the officials of the contests he put a light-car tube in and, as he remarked, "made it do." He had no other spares and he found the course an excellent one for such a contest.

HONGKONG TELEGRAPH MOTORING SUPPLEMENT.



In Royal Cord Tyres there are no cross threads to chafe and heat the tyre. All the cords go one way in each layer. Thus are thousands of miles added to normal tyre life.

**ALL SIZES IN STOCK**  
COMPETITIVE PRICES  
Sole Agents—  
**HONGKONG HOTEL GARAGE**

## Royal Cord A Dominion Tyre

THE HONGKONG HOTEL COMPANY, LTD.

# Firestone

Most Miles per Dollar

Get a set these Gum-Dipped Cords from—

The DRAGON MOTOR CAR Co., Ltd. DISTRIBUTORS

**Ford**  
THE UNIVERSAL CAR  
TOURING CARS ... H.K. \$ 1250  
SEDANS (WIRE WHEELS) ... H.K. \$ 1600  
TRUCKS ... H.K. \$ 1175  
DELIVERIES OF TOURING CARS AND  
SEDANS FROM STOCKS.  
TRUCKS FROM OUR NEXT SHIPMENT  
ALL ELECTRICALLY EQUIPPED WITH  
STARTERS.

ALEX ROSS & CO. (CHINA) LTD.

NO CHANGE IN OUR AGENCY FOR

THE ABOVE

## TRIUMPH

### 1923 Model Motor Cycles.

Just Arrived

4 H.P. Triumphs Model S.D. equipped ready for  
the road with

Electric Magdyno Lighting Set

Roller Chain Drive, 3 inch Tires.

Price:— H. K. \$875.00

SOLE AGENTS:

Alex. Ross & Company,

(China) Ltd.

Chungking Building, Duddell Street.

#### PETROL PRICES.

##### Possibility of a Rise.

Washington, Aug. 25.—Promiscuous country-wide side slashing of gasoline prices has brought temporary joy to the motorist, but is leaving him in a quandary as to the cause and effect of it all.

With oil rushing out of the earth in such enormous quantities that the flow can hardly be controlled, it is no wonder that a cry should be raised against the prices that existed before the general downfall. It has been known for quite a while that production was far exceeding consumption, despite the enormous increase of automobiles on the highway.

In fact, the situation became so unwieldy that producers were forced to shut down in the refining of oil for gasoline. An oversupply of some eight or ten million gallons, a few months ago, was suggested for distribution among the retailers so as not to cause a panicky situation among the refiners.

##### SECRET LEARNED.

It was this condition, at first held secret among the producers and refiners, that cropped out and was caught upon as good cause for a general reduction in gasoline prices. The cry of some of them that the present low prices in some of the western states have been made at a loss does not seem to cause any worry among those authorities and consumers who started the trouble.

But, generally, oil men believe the situation will level itself down to an average reduction of 2 or 3 cents from the prices that existed before the wild cutting. In some of the states, like Ohio, and farther east, this conservative reduction has already been made, and it is expected it will act as a stabilizer for the whole industry. The low prices of 11 to 16.6 cents a gallon will be raised gradually to about 18 or 20 cents, it is predicted, and thus they will remain at least for another year.

Oil men do not deny that they can afford to cut prices. They realize that is the best way to get rid of their surplus stock. But they do not relish the recent heavy slashing to which they were forced by the action of the governor of South Dakota and others. It is below cost, they cry.

##### FUTURE PRICES.

Well the price will return gradually and in a month or more. That is generally taken for granted. It will go back as soon as the present excitement over gasoline dies down.

But it will not go back to the former level. Instead, the price generally will stop at about 18 or 20 cents and remain there perhaps over next winter and spring.

In all, the producers have learned this lesson from their folly:

They are curbing their zeal for the production of gasoline beyond the capacity of consumption.

##### PROTECTION TO WIRES.

To prevent a short circuit, slip a small piece of rubber tubing over the wire at the point where contact might occur.

#### ADJUSTING THE CARBURETTER.

##### How to Remedy the Most Usual Troubles.

Luckily, it is not often that the owner-driver is called upon to adjust his carburettor, says Capt. F. de Normandie in the *Daily Chronicle*. It is a box of tricks of which most motorists have a general idea, but few really understand its detail functioning.

Before you begin to adjust the carburettor, it is of course, necessary to know whether the trouble you want to remedy is really carburettor, or magneto! The symptoms are frequently rather akin.

Misfiring due to carburettor trouble can generally be distinguished from the similar complaint due to faulty magneto, by the presence of "popping back."

Sometimes the trouble is due to water in the fuel, and if you race the engine, close the throttle suddenly, and open it again suddenly, you can often draw the water out of the float chamber without leaving the driving seat.

##### WATER IN THE FLOAT CHAMBER.

Reducing the matter to its essential elements, I will give you the "make up" of a carburettor and its functioning, so that you may see what you are after when making adjustments.

First, there is the float chamber. This should but very rarely require attention unless water gets in it, which you cannot draw off by racing the engine.

Turn off the petrol first. There is usually a little spring clip holding the cover on. Move the spring clip so that the cover can come off. Generally the cover will lift off, but sometimes it wants turning round part of a circle before it lifts off.

When the cover is off, you will see a "needle" attached to it which goes down through a hole in the centre of the float, which you will also see now.

With a long match each side of the float, you can lift the float sufficiently to get it out. With clean rag, soak up the petrol in the float chamber, and also the water and any particles of dirt.

##### SOME OTHER TROUBLES.

If the carburettor has shown any signs of flooding, now look at the tapered end of the needle. If it looks "ridgy," polish it to a clean finished surface with a piece of fine emery cloth, taking care to revolve the needle, so as not to polish one side more than another.

If you have persistent bad flooding, it will be due to one of two causes—both, luckily, of very rare occurrence. The float may be punctured, or the needle may have changed position relatively to the collar you will see on it, in which the counter weights act to control the vertical movement of the needle.

##### ON CLEANING THE JETS.

If a novice is overtaken by either of these defects, he or she had better make for the nearest garage, or claim assistance from an experienced passing motorist.

Then you have the jets to consider, and there are usually two, three, or four of them. On most types you have a slow running device and a main jet and a secondary (or compensating) jet.

These jets occasionally get choked up with a particle of dirt. They are readily accessible with the special jet cleaners provided but you usually have to unscrew them from the bottom.

#### THE MEETING-GROUND.



#### THE STARTING POINT.



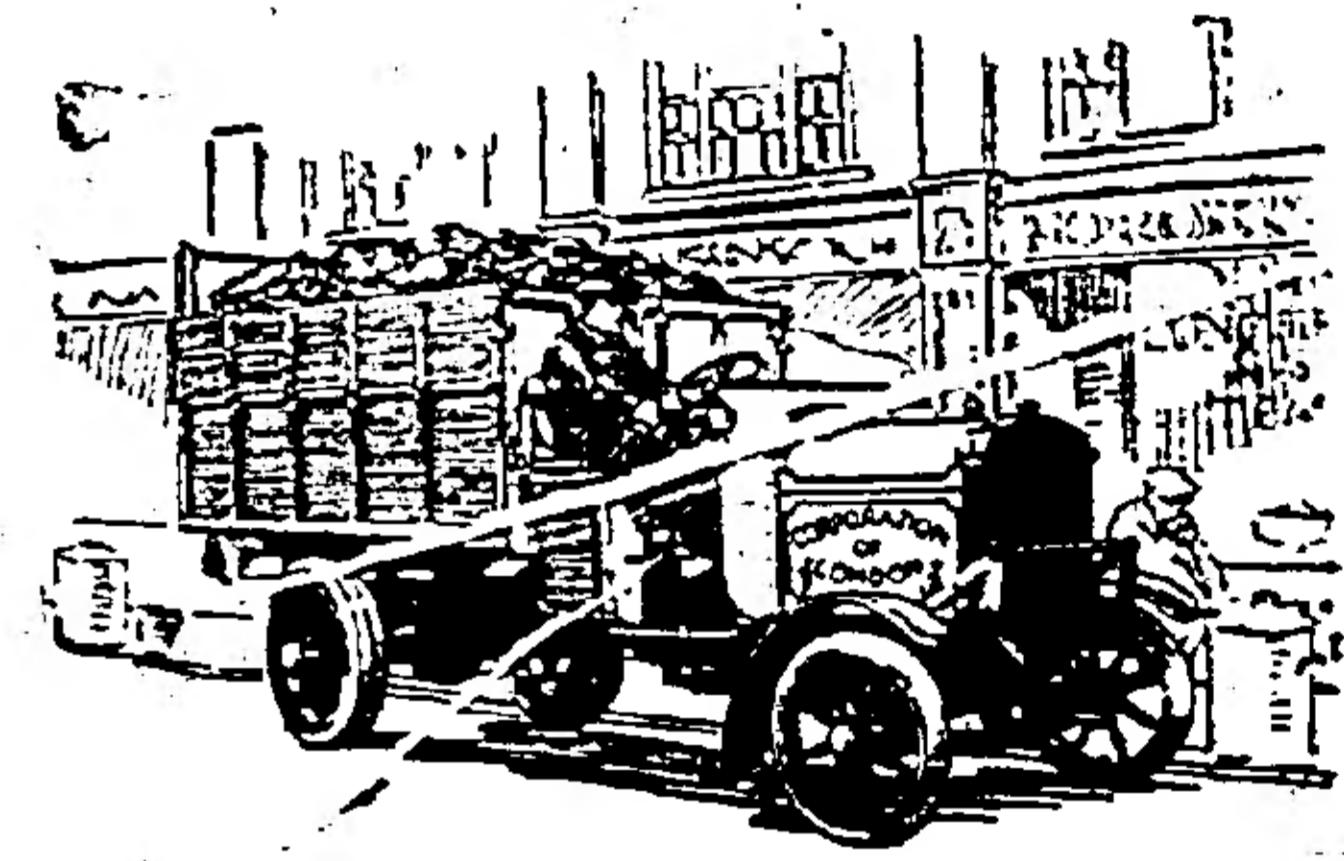
Scene at the starting point of last Sunday's Fuel Consumption Test.

## THORNycroft

### COMMERCIAL VEHICLES

FOR ALL PURPOSES  
FOR PRICES AND SPECIFICATIONS  
—APPLY—

**HONGKONG HOTEL GARAGE**  
SHOW ROOM PEDDER ST.



FOR PROVED ECONOMY & RELIABILITY.

Tel 32 THE HONGKONG HOTEL CO., LTD. Tel 52



"You've Put That Engine In Fine Condition—Thanks!"

WE'RE proud to give efficient service to the car owner because of his cordial appreciation of good work expeditiously done.

The modern machinery and equipment we have at our new concrete Main Garage and Service Station (Wong Nei Chung Road, Happy Valley) enables us to take care of a car whether it needs complete overhauling, or rebuilding, or merely some light adjustment of brakes or carburetor.

Our methods of doing business and the very reasonable charge we make for high class work has won us high reputation among motorists.

**The Dragon Motor Car Co., Ltd.**

Expert European Supervision.

Telephone Central 3950.

A. J. Allison, Service Manager.

#### NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the facilities presented through this supplement are requested to send copy, not later than the Wednesday preceding

## HORNETS AND HUMANS.

## SOME REFLECTIONS ON NATURE.

*"Telegraph" Special*

The Man was interested. A hornet—it might have been two—anyway, a hornet was systematically flying in and out of our veranda. It was watched, and discovered to be on visiting terms with a tall flower-pot stand, the interior of which was easily accessible through the ornamentation.

I spoke warning words of the evil habits of hornets.

The Man was interested; the hornet must not be molested. The matter slipped from my mind. Two or three days passed, and I was quite sure of the gregarious habits of the insect: he was not alone; his relations were with him. I made remarks upon the general contour of a hornet: he was a relic of the Victorian Era at its worst: he was an anachronism: he should be abolished. Still the Man was kindly and tolerantly detached. After immigration and Anti-Colonisation Acts were far from his mind.

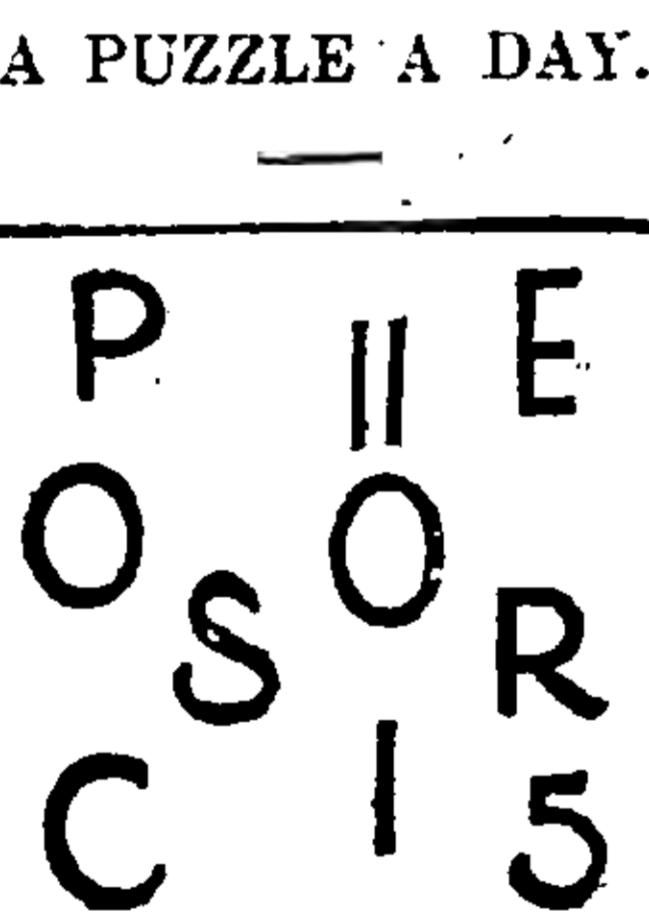
Quite a long time had elapsed, now, and friends were undoubtedly added to relations. Things were getting serious: the Man must be roused. I instanced cases of people stung by hornets—great pain—dangerous. Yes, admitted the Man, clumsy people bumped into them and frightened them: no wild creature would attack unless provoked.

How to do it? Cajoling perhaps reasonable request. Try, said I; at any rate look and see what they are doing.

Unwillingly the Man rose and approached the stand; carefully, in case of wandering insects, the thing was raised, and a cursory glance taken. Enough! The train was not only laid, the mine exploded. The Man became an incarnate fury of destruction. The household was summoned: a net, oil, matches in all directions we flew.

The slaughter over, we examined their habitation. It was a wonderful piece of work. With extraordinary craft the little creatures had fashioned a miniature hive. Tirelessly working, they had constructed the symmetrical dome, that was so easily removed. What mighty power working with the patience of the infinite through the Ages had implanted this home-building instinct? A sight it was to give pause to the most egotistic. There within, exposed to view by the ruthless removal of its cover, lay their world: each curiously-fashioned cell contained its fat, squirming grub, a score of them or more altogether; and now to be destroyed. Foolish creatures, to think you were safe in the abode of Man! Man the Exterminator: Man the Fittest.

It reminded me of India: only in that case it was Humans and not Hornets. In India, as here, you have across the way a "cook-house"—there are some words that arouse in me a bitter hatred, and this is one. In long-forgotten days, when the first white men were in India, their food was cooked in the cookhouse in *dekhies* over wood fires, and it was always smoking, but they heeded it not. These places were not large. Abdulla, our boy, had many relations. He was under fearful penalties to keep them within limits in the cookhouse. The days went peacefully by: an



Arrange the mixed-up group of letters, and figures shown above, and set them in line, so that they will form a sensible statement. They may be inverted, joined together, or treated in any way you wish, provided they are all used.

Yesterday's answer:

The number in the verse is SEVEN. It is an odd number; cut off its head (S), and it will be EVEN. Take away the tail (N), and EVE, girl's name, remains.

## IT'S JOSEPH'S LAUGH.

BY BERTON BRALEY.

Joseph was a business man whose mind was very keen. And during all the fat years, he figured on the lean: So when the land of Egypt had seven years of drought, Why, Egypt had a lot of grain—and naught to fret about!

Joseph was a business man, as Bible study shows. He had the common sense to see a bit beyond his nose: For thousand years ago it was that Joseph lived on earth. Yet, when the years are opulent, WE never plan for dearth.

When there are bread lines in the streets, when men are unemployed, We say, "This is a sort of thing we really can't avoid;" Perhaps we blandly cogitate that "something should be done," But mostly we are helpless till the famine's course is run.

And when the slump is over and prosperity's returned, We quite forget the lesson which was should have fully learned; We lay aside our plans to fight the famine that was lurking, For "What's the use of worrying when everybody's working?"

Joseph was a business man who kept his country fed, Because he used the canny brains he carried in his head: But if the soul of Joseph ever looks down from above us, I don't think we'd be flattered by his frank opinion of us!

## THE YACHT CLUB.

## POINTS FROM ANNUAL REPORT.

From the annual report of the Royal Hongkong Yacht Club we extract the following:

The membership of the Club steadily increases, sixty-eight new members being admitted during the past year. The membership now stands at—Lady members 8, members and subscribers, 265. Total, 273.

The bar profit for the year is \$641.07, an increase over the previous year of \$164.73 despite the fact that this year wages have cost \$140.30 more than last.

Subscriptions from sailing & rowing members and bathing members have decreased by \$205 and \$475 respectively. A new source of subscriptions arose from the bowling section of the Club which has been in action for the last six months and accounts for \$195 during that period.

Other new sources of income are locker fees and mooring fees. In connection with the latter a sum of \$105 has been expended on mooring during the year. The usual annual contribution of \$150 was made to the Library, and binding expenses amounted to \$11.75.

The year's working resulted in a profit to the Club of \$102.73 as against a loss of \$90.14 last year. Ordinary income has decreased by \$147.16 and ordinary expenditure has decreased by \$253.42 as compared with last year.

It will be noticed this year that sailing entrance fees have safely covered the cost of sailing prizes, a small surplus of \$14.30 being made. The expenses and cost of prizes of the opening cruise and gala day have been refunded by the Commodore and Vice-Commodore, the Club sustaining no loss on either of these items. Similarly the total cost of the closing cruise and interport regatta was met by contributions from prominent residents and members who are interested in the welfare of the Club.

On perusal of the balance sheet it will be noticed that through the further generosity of ex-Commodore F. Smyth new assets appear in the form of a border to the new bowling green, garden seats and sprayer. During the year a larger number of new members have been elected, receipts for entrance fees amounting to \$1,700 as compared with \$696 for last year. Reserve Account now stands at \$11,041.77 showing an increase of \$2,148.97 on last year's figure.

The Club-house required little expenditure in general upkeep, but painting will have to be undertaken in the near future and renewal of gymnasium floor will require attention very soon.

Unfortunately the club-house and lawn suffered considerable damage by typhoon which will run the Club into unlockable expense, but the repairs are well in hand and little or no inconvenience has been caused to members. The Committee are indebted to Mr. E. S. Carter for supervising these repairs.

The Committee take pleasure in recording their thanks to Mr. D. K. Blair for his useful gifts of furniture, the Union Insurance Society of Canton, Ltd., for a fully rigged model of an old China tea clipper, and Mr. W. S. Eaton, of Boston, U.S.A. for a handsome framed photograph of his 60-ton schooner "Taormina."

The Bowling Lawn was brought into use for the first time on the 10th February, and due to the care and attention of Messrs. Carpenter and Brayfield has since much improved.

The past season has witnessed not only an increase in membership, but increased general interest in all the Club's activities, and in spite of the somewhat inconvenient journey much more use has been made Club premises than heretofore.

Bathing members were again admitted for the season, and ample accommodation was made for ladies and children. Unfortunately the water has been, for the most part of the season, extremely dirty, due to oil and mullah reflux. Application has been made to the authorities, and it is to be hoped some steps will be taken to abate the nuisance before next summer.

THOUSAND-GUINEA DOG. Messrs. Spratts, Ltd., recently shipped to New York the fox-terrier dog Champion Barrington Bridgegroom, which is valued at nearly 1,000 guineas. The dog has won eight champion certificates, and is sire of four other champion terriers. He is being sent to an American gentleman at Wellware, Mass.

## DAIRY FARM NEWS

—and the best you've heard for a long time.

We have just received a shipment of

## Canadian Fish,

including—

## Red Spring Salmon,

## Chicken Halibut

and

## Silverside Salmon.

Order early and ensure a real treat

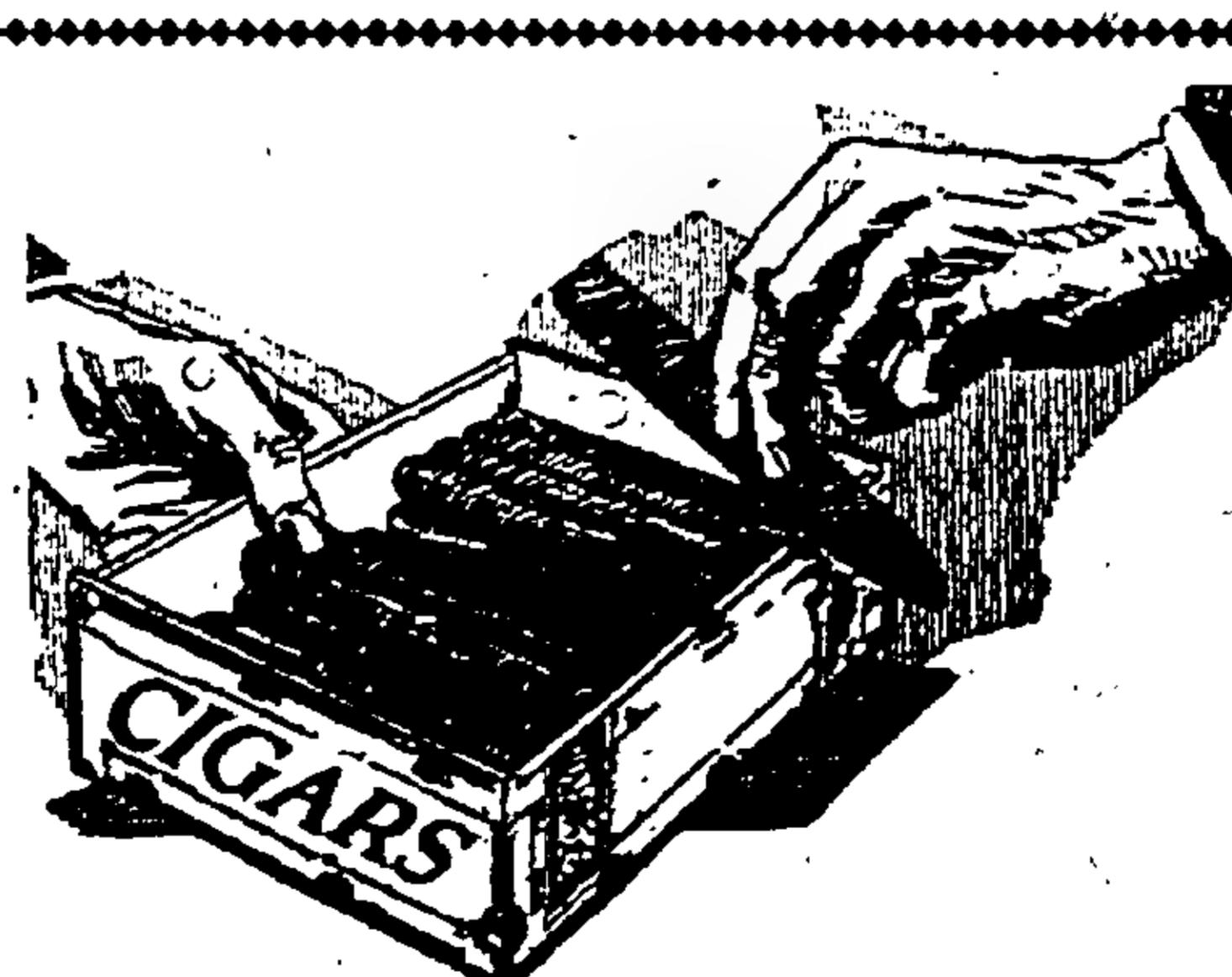
**NESTLE'S THICK CREAM**

Puts the **FINISHING TOUCH** to **Puddings & Stewed Fruit**. It makes **Delicious Ice cream** and **Sauces**.

Three sizes of tins are sold: 11 oz. 5½ oz. 4 oz.

Ask the Nestle & Anglo-Swiss Condensed Milk Company.

Send you a copy of the "Cream Confections"—a recipe book giving directions for making 77 tempting dishes.



Have a cigar! I can recommend them.

They came from THE HONGKONG CIGAR STORE

Alexander Building.

## THE IDEAL TEACHER.

## Praise Better Than Fault Finding.

In presenting the prizes at the Norwich Training College, the Bishop of Norwich gave from his own experience as a schoolmaster the following advice to future teachers:

Love your subject; such love is infectious. Those who work for salary alone will have no enthusiasm.

Keep your own study fresh; he teaches best who knows more than he brings out.

Do not rely too far on machinery and apparatus; Dr. Westcott taught in a hay loft. Education is human.

The true disciplinarian is one who controls by quiet personality like a good chairman or the leader of a party. One in control of a class should be as unruffled as in his own armchair at home.

I always despised the teacher who had to rely upon punishments.

Praise, and not fault-finding, is the teacher's best weapon.

Wisely make friends of your pupils, and they will confide in you; but do not make yourself cheap. You must be their hero as well as their companion.

**Pooley**  
Telephone 3146

## A Long day

at work or play gives special zest to evening rest.

An Easy Chair and a Comfortable Bed are Sovereign remedies for languid limbs.

Inspect our

## Quality Furniture.

## J. T. SHAW

## Ladies' &amp; Gent's Tailor

Tel. Central 3892.

## By s.s. "NELLORE"

Just unpacked new shipment of woolen Suitings for the Autumn and Winter.

Inspection Cordially invited.

No. 11 Beaconsfield Arcade  
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## CAPE WINES

CLARET  
DRAKENSTEIN  
JAGGERCUP

TO MAKE A LONG COOL REFRESHING DRINK IN HOT WEATHER  
AND  
Aquarius Water or Soda.

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## WHOLESALE BREAD

IS ONE OF THE MOST  
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Cafe Wiseman  
Bread

IS HYGIENICALLY PRO-  
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**Sleep in Comfort!**

You'll never have your slumbers disturbed by uncomfortable pyjamas if you choose our full cut and roomy -

**Sleeping Suits**

FINE CEYLON FLANNEL  
Per suit \$8.00  
LIGHT WEIGHT TWILL  
Per suit \$9.50  
"CLYDELLA" FLANNEL  
Per suit \$11.50  
All guaranteed washable

**MACKINTOSH & CO., LTD.**  
MEN'S WEAR SPECIALISTS.  
Aexintra Buildings, Des Vœux Road.

**Attractive New Autumn Frocks**

EVENING DRESSES  
AFTERNOON DRESSES  
COAT FROCKS  
LONG COATS  
HATS AND COSTUMES

**MADELEINE PEARSON**

St. George's Building,  
Next Cafe Wiseman. P.O. Box 530. Telephone 2313.

**A FAMUS CANADIAN BEER**

**U.B.C. (LION BRAND)**

There once was a grocer named Bing,  
Who said "Lion Beer is the thing.  
If you're off you're long gone,  
Take a port of the stuff.  
You'll be a long time at Fan Ling."



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**COLONIAL COMMERCIAL CO., LTD.**

19, Queen's Road, Central.

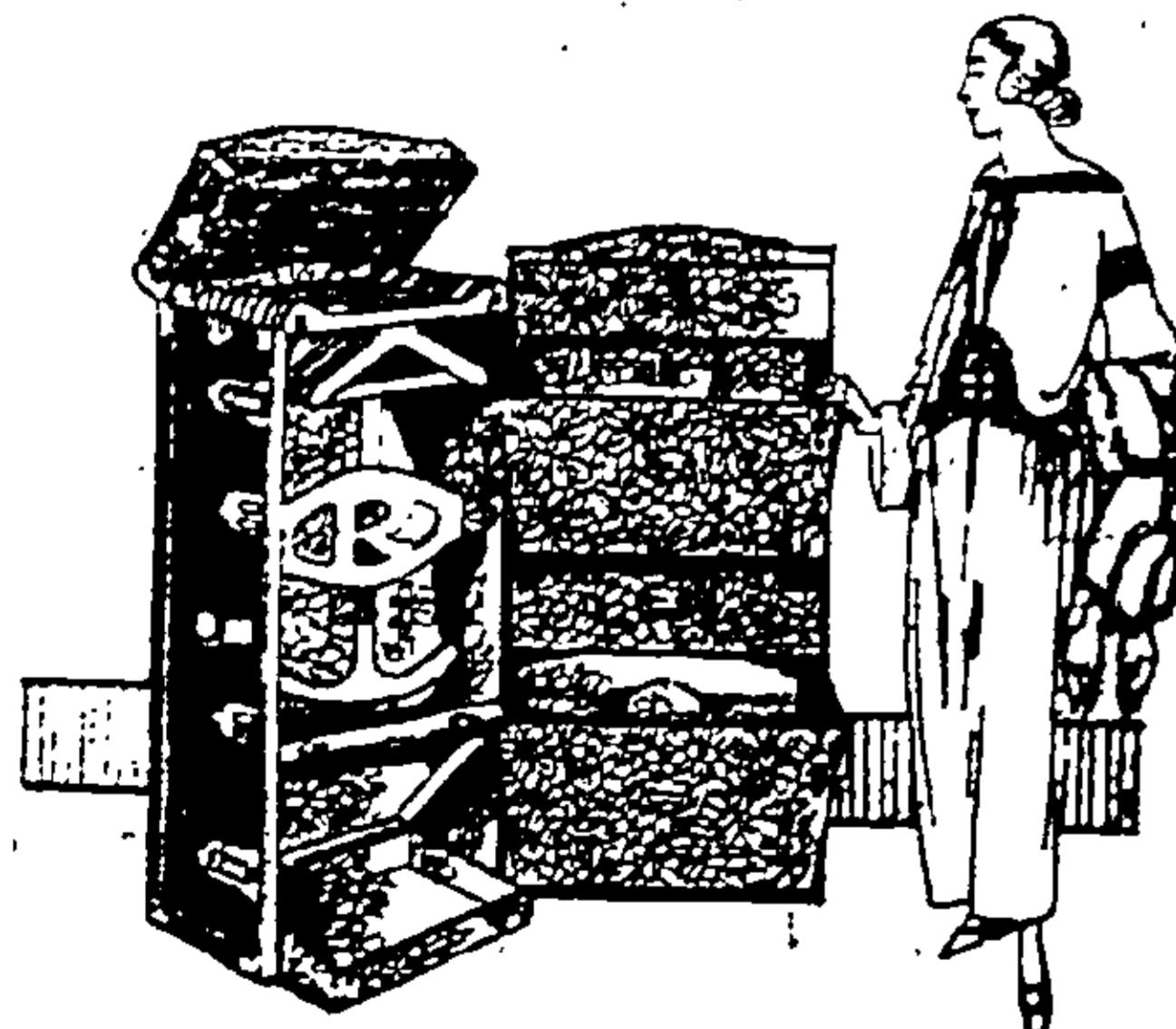
**YEE SANG FAT CO.**

**JUST ARRIVED**

A LARGE SHIPMENT OF LATEST STYLE

**WARDROBE and CABIN TRUNKS**

ALL AT



**20% DISCOUNT.**

**YEE SANG FAT CO.**

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**E. HING & CO.**

SHIPBUILDING MATERIALS, SHIPCHANDLERS & HARDWARE MERCHANTS.

PHONE CENTRAL No. 1110. 25, WING WOO ST. Central.

# CAMERA NEWS.



Photo: Ming Yuen. Hongkong and Shanghai Interport Polo Players. Left to right: Standing, Mr. J. Bartholomew (Hongkong), Mr. Judd (assistant umpire), Mr. J. Greig (Shanghai), Mr. W. Dent (Hongkong) and Mr. W. Newbiggin (Shanghai). Seated, Capt. R. Neville (Hongkong), Mr. E. H. McMichael (Shanghai), H. E. Major General Sir J. Fowler (umpire), Mr. C. C. Boyd (Hongkong) and Mr. N. W. Hickling (Shanghai).



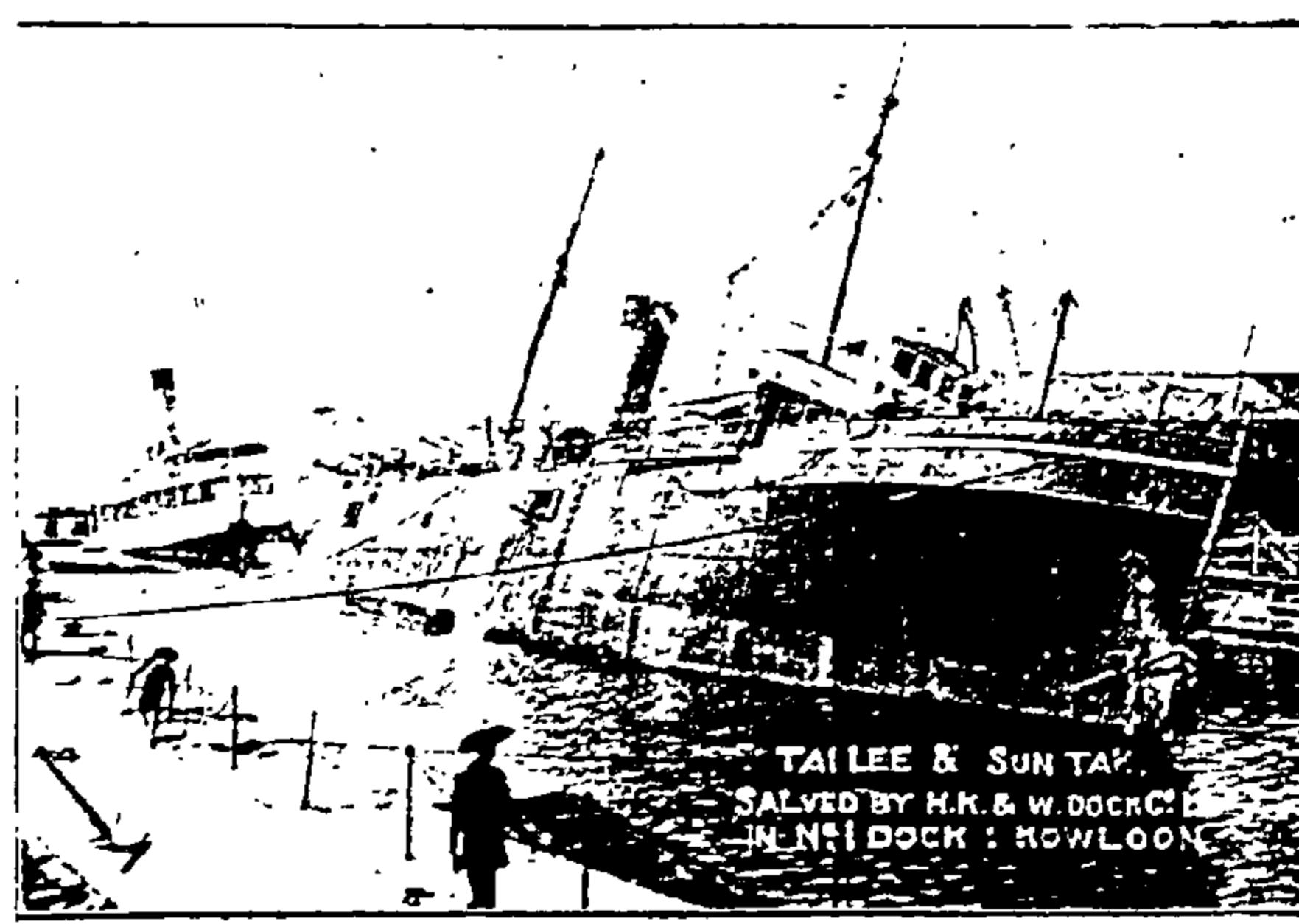
Harold Noise, youngest Arctic explorer. He was to return to the Arctic as commander of the rescue expedition sent out by the Canadian government to find Allan Crawford's party marooned on Wrangell Island.



The Hongkong-Shanghai polo match in progress. Photo: Ming Yuan.



Some of the spectators at the Interport polo match.



These boats went ashore in the typhoon on August 18th.



Marjorie Rambeau, actress, who is suing her husband for divorce.



Portugal's new President, Senhor Teixeira Gomes.

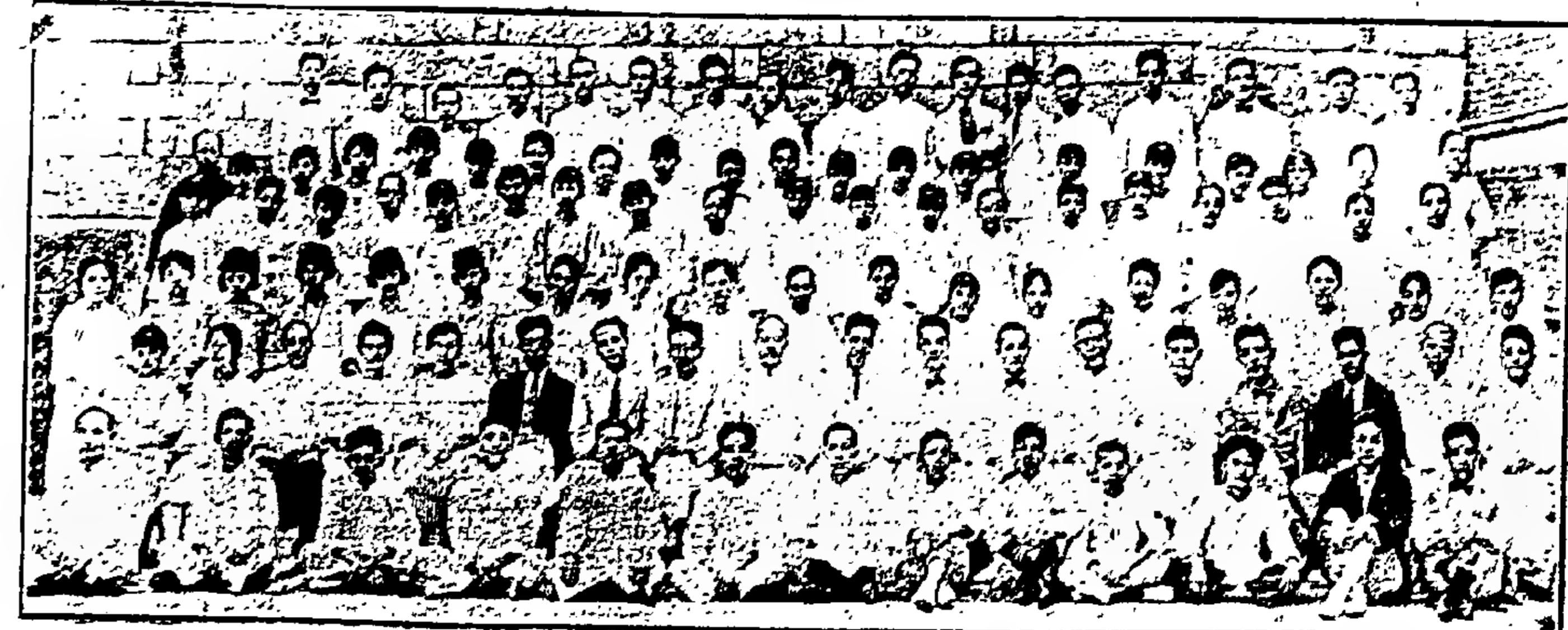


Photo: A. Fong. Volunteer teachers who spent their vacation in giving instruction to students under Chinese Y.M.C.A. auspices.



# SOLES MAY \$5 AM



**SHIPPING NEWS**

The following local shipping and mail intelligence has been corrected to noon to-day:

**Vessels Arrived.**

Vessel	Agents	From	To	Moorings	Mooring.
Habibian	B&S	Adm. 2	Kow. Wharf	1st W.	Kow. Wharf
Fonthong	Giblair	Adm. 2	Kow. Wharf	1st W.	Kow. Wharf
Bonchuk		Adm. 2	Kow. Wharf	1st W.	Kow. Wharf
Tayo M.	I.K.B.	Feeling	Adm. 2	A 5	Adm. 2
Perseus	Ras.	Chinai	Adm. 2	A 7	Adm. 2
Citic Prince	F. Ross	Hainan	Adm. 2	C 18	West Point
Tao Ou	You Wo	Siam	Adm. 2	C 18	Cu's Wharf
Holyard	We Fat Sing	Siam	Adm. 2	C 20	Adm. 2
Kepi M.	O.S.E.	Siam	Adm. 2	C 20	Adm. 2
Ber Co. M.	O.P.A.	Siam	Adm. 2	C 20	Adm. 2
Ancest	B&S	Siam	Adm. 2	C 20	Adm. 2
Yuhui		Siam	Adm. 2	C 20	Adm. 2
Tuan		Siam	Adm. 2	C 20	Adm. 2
Permethes		Siam	Adm. 2	C 20	Adm. 2
Talis	B.I.S.N.	Singapore	Adm. 2	C 20	Adm. 2

**Clearances.**

Vessel	Agents	Where Bound	Departure.	Arrival Date.
Shant	B&S	Adm. 2	Adm. 2	Adm. 2
Salvo	P&O	Adm. 2	Adm. 2	Adm. 2
Beaufit	Ob. Chair.	Adm. 2	Adm. 2	Adm. 2
Conning	J. & Co.	Hainan	Adm. 2	Adm. 2
Tid. adn.	J. & L.	Hainan	Adm. 2	Adm. 2
Perseus	H&L	Hainan	Adm. 2	Adm. 2
Wahing	J. & Co.	Hainan	Adm. 2	Adm. 2
Wahing	J. & Co.	Hainan	Adm. 2	Adm. 2
West Galles	B&S	Singapore	Adm. 2	Adm. 2

**Impending Departures.**

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Tiowasi	J.C.I.L.	Giava	6th Oct.
Lever	J.M.C.	Batavia	6th Oct.
West Cactus	S&B	S. I.	6th Oct.
Lengang	J.M.C.	C. I.	6th Oct.
Chungking	J.M.C.	Hainan	6th Oct.
Shiva	P&O	K. S.	6th Oct.
Arfara	N.E.K.	S. I.	6th Oct.
Torla	N.E.K.	Japan	6th Oct.
Abi M.	J.M.C.	S. I.	6th Oct.
W. I. Wing	D.L.C.	Porto	6th Oct.
H. I. Wing	D.L.C.	Colombo	6th Oct.
Takda	T.S.E.	San Francisco	6th Oct.
Tayo M.	J.C.I.L.	Japan	6th Oct.
Tjiling	J.C.I.L.	Dunkirk	6th Oct.
A. P. nor	B&O	Kots	6th Oct.
Bo. I.	P&O	Kots	6th Oct.
St. Albans	D.L.C. & Co.	Foochow	6th Oct.
Si. I. Wing	J.M.C.	S. I.	6th Oct.

**Impending Arrivals.**

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Torla	P.O.	Singapore	11th
From then	R.A.	S. I.	11th
Cheung Yu	F.F.E.D.	K. S.	11th
Awa Yuru	N.Y.	S. I.	11th
Asperior	B&S	S. I.	11th
R. K. M.	N.Y.	S. I.	11th
Torla	E&S	S. I.	11th
U. I.	M.M.	S. I.	11th
Pad. Maru	N.Y.	Kots	11th
Kagi M.	N.Y.	S. I.	11th

**Consignees Diary.**

(Compiled from our Advertisements.)

Vessel	Agents	Goods	Free Storage	Claims	Examination Date
P. M. Kiniry	A.L.	Newtown	Oct. 6	Nov. 1	Oct. 6
P. J. Choo	A.L.	Newtown	Oct. 9	Nov. 2	Oct. 8
Varso	A.L.	Newtown	Oct. 7	Nov. 7	Oct. 6
Brasilia	G.L.C.	Newtown	Oct. 12	Nov. 5	Oct. 11
Perth	A.L.	Newtown	Oct. 12	Nov. 2	Oct. 12

**TO-DAY'S SHARE QUOTATIONS.****STOCK EXCHANGE SHAREBROKERS' ASSOCIATION BANKS.**

H.K. & S. Bank	£1,100	1105	£100	100
Chartered Bank	1181	1181	1181	1181
P. & O. Bank	1121	1121	1121	1121
Bank of E. Asia	105	105	105	105
Mercantile Banks "A"	1293	1293	1293	1293
Mercantile Banks "C"	1212	1212	1212	1212

**MARINE INSURANCE.**

Caution	b. 647	b. 650
North China	b. 140	b. 140
Union	b. 222 & 234	b. 233
Yangtze	b. 27	b. 27
China Fires	b. 101	b. 133
H.K. Fire	b. 300	b. 500

**SHIPPING.**

Douglas	b. 61	b. 63
H.K. Steamboats	b. 44 & 44	b. 44 & 44
Indos (Prol)	b. 3d	b. 3d
Indos Def. Ltd. Rep.	b. 1.7	b. 3.5
Indos Def. H.K. Rep.	b. 1.7	b. 1.7

**REFINERIES.**

China Sugars	b. 222	b. 227
Malabon	b. 61	b. 61
Kajian	b. 646	b. 65
Langkawi Combined	b. 3d	b. 3d
Kaups	b. 5	b. 5
Troncha	b. 29	b. 29
Ural Caspian	b. 12.3	b. 12.3
Bengal Consol	b. P. 32	b. P. 32

**DOCKS, WHARVES, GODOWNS &c.**

H.K. Wharves	b. 158	b. 158
K. Docks	b. 154	b. 152
Shanghai Docks	b. 53	b. 53
H.N. Engineerings	b. 71	b. 73
Shanghai Haikow	b. 156	b. 156

**LANDS, HOTELS & BUILDINGS.**

H.K. Petrols	b. 27	b. 27
New	b. 26.80	b. 27.10
H.K. Lands New Reg.	b. 87	b. 85
H.K. Lands Est.	b. 23	b. 23
Kowloon Lands	b. 85	b. 82

**COTTON MILLS.**

H.K. Cottons	b. 1.3	b. 1.3




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## PACIFIC SHIPPING.

THE  
EMPERESS OF RUSSIA

WILL SAIL FROM

## HONGKONG

For Vancouver via Shanghai, Nagasaki,  
Kobe and Victoria.

10.00 a.m., THURSDAY, OCTOBER 4th

instead of NOON as originally advertised.

## T. K. K.



## OF THE SUN

## REDUCED FARE TO EUROPE

**£120**      **£112-£110**

First class passengers. Monoclass passengers on the Atlantic

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, KOBE, YOKOHAMA, JAPAN &amp; HONOLULU.

Leave Hongkong Oct. 1st, 1923.

TAIYO M. .... 22,000. Oct. 8. SHINYO M. .... 22,000. Nov. 16.

TENYO M. .... 22,000. Oct. 27. SIBERIA M. .... 20,000. Nov. 28.

KOREA M. .... 20,000. Nov. 5.

Omit Shai. Calling at M's &amp; K'lung. Calling at Dairen.

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,

MANZANILLO, BALOA, CALLAO, MULLENDIO, AFRICA &amp; IQUIQUE

THENCE BY TRANS-ADEAN ROUTE TO BUENOS AIRES.

Leave Hongkong Oct. 1st, 1923.

ANYO M. .... 18,000. Oct. 30. RAKUYO M. .... 18,500. Jan. 10.

SEIYO M. .... 14,000. Dec. 4.

## JAPA-HONGKONG-JAVA SERVICE

BETWEEN

Osaka, Kobe, Moji, Dairen, H'kong, B'avia, S'rang &amp; Sourabaya.

Persia M. for Batavia, S'rang &amp; S'baya. Oct. 29.

## NEW YORK LINE (Freight Only.)

VIA JAVA AND SUEZ.

MEIYO MARU (Calling at P. L.) Oct. 19.

For Full information regarding passengers, freight and sailings

apply to:

Y. TSUTSUMI, Managers King's Building.

Agents at Clinton. Tel. Central Nos. C. 2374 &amp; 2375.

Memos. T. E. GRIFFITH.

## STRUTHERS &amp; BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

To Los Angeles &amp; San Francisco from Hongkong by Direct Route.

U.S.S.B. "West Carmona" Due Hongkong Oct. 4th.

Leaves Hongkong Oct. 5th.

U.S.S.B. "West Mursa" Due Hongkong Oct. 25th.

Leaves Hongkong Oct. 26th.

GARCO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO

WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH

BILLS OF LADING ISSUED TO U.S. &amp; CANADIAN OVERLAND POINTS

To Singapore.

U.S.S.B. "West Cactus" Due Hongkong Oct. 4th.

Leaves Hongkong Oct. 6th.

U.S.S.B. "West Ivan" Due Hongkong Oct. 30th.

Leaves Hongkong Oct. 31st.

To Manila and P. I. Ports.

U.S.S.B. "West Sequana" Due Hongkong Oct. 31st.

Leaves Hongkong Nov. 1st.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information apply to

STRUTHERS &amp; BARRY.

L EVERETT, General Agent for Japan-China-Philippines.

Indo-China-Straits &amp; Java.

1st Floor Queen's Building.

Phone Central No. 3008.

K. A. HEYUM, Acting Res. Agent.

1st Floor Queen's Building.

Phone Central No. 2477 &amp; 2478.

## SERVICE TO NEW YORK.

NEW YORK and or BOSTON  
via PANAMA.

S.S. EELBECK

For freight, space and particulars apply to

## BARBER STEAMSHIP LINE, INC.

ADMIRAL ORIENTAL LINE.

AGENT!

4 Des Voeux Rd. C. H.K. &amp; Shai Bank Bldg. Ground Floor.

Telephone Central 2477 &amp; 2478.

## PACIFIC SHIPPING.

## PACIFIC SHIPPING.

DOLLAR  
LINE

## SAILINGS FROM HONGKONG.

For New York, Baltimore &amp; Boston.

S.S. STANLEY DOLLAR ..... 6th November.

For Boston &amp; New York.

S.S. S. M. DOLLAR ..... Early December.

For Los Angeles, San Francisco &amp; Puget Sound.

S.S. HAROLD DOLLAR ..... End of October.

For San Francisco and San Pedro.

S.S. STEUART DOLLAR ..... End of October.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

DEACON &amp; Co. No. 41, Des Voeux Road,

CANTON. Tel. Central 792 &amp; 793.

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, EGICHEO, SUEZ, PORT SAID,

BARCELONA &amp; OTHER SPANISH PORTS.

LEGAZPI ..... 1st Nov. C. LOPEZ Y LOPEZ ..... 19th Dec.

SHANGHAI, NAGASAKI, KOBE &amp; YOKOHAMA.

LEGASPI ..... 14th Oct. C. LOPEZ Y LOPEZ ..... 1st Dec.

The steamers of this Company are classed 100 All at Lloyd's

and are fitted with every modern convenience for comfort and safety

of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply to

BOTELHO BROS.

(Tel. 1331) Alexandra Buildings, Hongkong.

NORDDEUTSCHE LLOYD

ECONOMY COURTESY COMFORT

FREIGHT &amp; PASSENGER SERVICE

STEAMERS SONS SAILING DATES DESTINATIONS

"WESER" 16th October Singapore, Balawan, C'bo, Suez, Port Said, Genoa, Ant'p, R'dam and Hamburg.

All rates subject to change without notice.

For Passage Rates and Freight - apply to:

THE ROBERT DOLLAR CO.

Tel. Central 795 or 793. No. 41, Des Voeux Road, Ground Floor.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

SEATTLE &amp; VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

PRESIDENT JACKSON ..... Oct. 13th.

PRESIDENT JEFFERSON ..... Oct. 25th.

PRESIDENT GRANT ..... Nov. 6th.

PRESIDENT MADISON ..... Nov. 18th.

PRESIDENT McKinley ..... Nov. 30th.

TO EUROPE

**£120-£112-£110**

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice

of Trans-Continental Railways. Any line on the Atlantic. Through Accommodations and Booking Arranged.

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1st Floor Queen's Building.

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THE NEW FAST AMERICAN STEAMERS TO

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PRESIDENT GRANT ..... Nov. 6th.

PRESIDENT MADISON ..... Nov. 18th.

PRESIDENT McKinley ..... Nov. 30th.

TO MANILA

PRESIDENT JEFFERSON ..... Oct. 16th.

PRESIDENT GRANT ..... Oct. 28th.

PRESIDENT MADISON ..... Nov. 9th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.

Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building, Ground Floor.

Telephone Central 2477 &amp; 2478.

No. 4 Des Voeux Road.

## THE BLUE FUNNEL LINE

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICE.

## LONDON SERVICE (Direct)

9th Oct. London, Rotterdam & Dunkirk  
17th Oct. London, Rotterdam & Hamburg  
30th Oct. London, Rotterdam & Hamburg  
6th Nov. London, Rotterdam & Hamburg

## LIVERPOOL SERVICE (Direct or via Continental Ports)

6th Oct. Miles, Havre, Liverpool & Glasgow  
10th Oct. Genoa,

## Shipping to Europe, Australia, and other Ports.

**P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**

(COMPANIES incorporated in ENGLAND)

TO  
Straits, Java and Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.  
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS  
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong Kong (about)	Destination
SOUDAN	6,696	17th Oct.	Spore, P'ang, C'bo & B'bay
KARMA	9,098	19th Oct.	M'les, London & Antwerp
CALEDONIA	7,622	2nd Nov.	E'bay, M'les, Gib, L'don, A'werp
NELORE	6,853	6th Nov.	M'les, L'don, A'werp, R'dam
SICILIA	6,813	14th Nov.	Spore, P'ang, C'bo & B'bay
MALVA	10,941	16th Nov.	M'les, Gib, L'don & A'werp

**BRITISH INDIA-APCAR SAILINGS (South)**

TAKADA	6,494	8th Oct.	Spore, Penang & Calcutta
TORILLA	5,205	29th Oct.	Spore, Penang & Calcutta

**EASTERN & AUSTRALIAN SAILINGS (South)**

ARAFURA	6,000	1st Oct. 10 a.m.	Manila, S'khan, Thursday Is.
ST. ALBANS	4,500	3rd Nov.	Townsville, Brisbane, Sydney
EASTERN	4,000	1st Dec.	Sydney & Melbourne

Frequent connection from Australia with the following:-  
The Union S.N. Company's services to the United States via New Zealand, Vancouver Sea  
Princess Line.  
The P. & O. Royal Mail Steamer to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI & JAPAN.**

TORILLA	5,205	7th Oct.	Amoy, S'hai, Moji & Kobe
SOFALA	5,381	9th Oct.	Kobe direct
ST. ALBANS	4,500	9th Oct.	Moji & Kobe
KALYAN	9,062	12th Oct.	Shanghai, Moji & Kobe
CALEDONIA	7,622	20th Oct.	Shanghai

All dates are approximate and subject to alteration without notice.

## WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to  
MACKINNON, MACKENZIE & CO.,  
22, Des Voeux-Road, Central. Agents.

**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS.

## U. K., STRAITS, CHINA &amp; JAPAN Service.

## OUTWARDS HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENLUCE	22nd Oct.	GENLACE	22nd Oct. Genoa.
GLENAMOY	22nd Oct.	London, A'werp, R'dam, H'burg	
CARMARTHENSHIRE	31st Oct.	GLENOGLE	29th Oct.
GLENGARRY	1st Nov.	London, Rotterdam & H'burg	
GLENAPP	15th Nov.	GLENAMOY	End of Nov.
		Genoa, L'don, R'dam & H'burg	

Movements are subject to change without notice.

For freight or further particulars please apply to:-

**JARDINE MATHESON & CO., LTD.**

## AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

**M MESSAGERIES MARITIMES M**

## SERVICES CONTRACTUALS

Mail Steamers	Next Sailing from Marseilles	Pro. arr. at H'kong & S'hai & Japan	Pro. Sailing from H'kong for Miles
CORDILLERE	-	-	16th Oct.
ANGERS	-	-	30th Oct.
CHILLI	7th Sept.	10th Oct.	13th Nov.
PORTHOS	21st Sept.	24th Oct.	27th Nov.
ANGKOR	5th Oct.	7th Nov.	11th Dec.
CHAMBORD	19th Oct.	22nd Nov.	25th Dec.

## RATES OF PASSAGE MONEY TO MARSEILLE.

(including Table Wine and free Doctor's attendance)  
A Class £250.00 B' Class 1st Class £89.00  
Steamers 2nd Class £68.00 Steamers 2nd Class £62.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

## LIGNE COMMERCIALES (CARGO-BOATS)

S.S. C. P. LECOCQ loading for Alger, Oran, Havre, Antwerp, Durkirk about 10th Oct. and may eventually call at Liverpool, Valence, Casablanca, Bordeaux, Rotterdam if sufficient inducement offers.

Also through Bills Lading issued to Helsingfors, Reval &amp; Riga.

For full particulars apply to:

Messageries Maritimes Co.

Telephone Central 740.

CONSIGNATION.

TRANSIT.

REPRESENTATION.

**JAVA-CHINA-JAPAN-****LJN.**

Tel. Central 1574

REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

Steamers.	From	Expected on or about	Will leave on or about	For
Geibes	Java	In port	6th Oct.	Muntok, Batavia
Tjilsondari	N. China	In port	6th Oct.	
Tjikarang	Java	6th Oct.	8th Oct.	Japan
Tjilwong	Japan	11th Oct.	13th Oct.	Macau & Shantou
Tjatroom	Java	14th Oct.	17th Oct.	Shanghai

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to:-

Java-China-Japan Lijn.

## Shipping to Europe, Australia, and other Ports.



## SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.  
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America £. 5405. G. £420. G. £440.

KAGA MARU (Calling Keelung) Monday, 15th Oct. at 11 a.m.

IYO MARU ... Thursday, 4th Nov. at 11 a.m.

MARSELLES, LONDON &amp; ANTWERP via Singapore, &amp;c.

HAKOZAKI MARU ... Tuesday, 9th Oct. at 4 p.m.

HAKUSAN MARU ... Monday, 22nd Oct. at 4 p.m.

HAMBURG via LONDON &amp; ROTTERDAM.

MATSUMOTO MARU ... Sunday, 7th Nov.

LIVERPOOL via MARSELLES &amp; VALENCIA.

LYONS MARU ... Wednesday, 31st Oct.

SYDNEY &amp; MELBOURNE via Manila, &amp;c.

YOSHINO MARU ... Wednesday, 17th Oct. at 11 a.m.

AKI MARU ... Wednesday, 14th Nov.

NEW YORK and/or BOSTON via PANAMA.

TAKETOMO MARU ... Thursday, 1st Nov.

BUENOS AIRES via Singapore, Durban &amp; Cape Town.

KANAGAWA MARU ... Thursday, 25th Oct.

BOMBAY via Singapore, Penang &amp; Colombo.

SADO MARU ... Friday, 12th Oct.

CALCUTTA via Singapore, Penang &amp; Rangoon.

AWA MARU ... Monday, 5th Oct.

NAGASAKI, KOBE &amp; YOKOHAMA.

AKI MARU ... Thursday, 11th Oct.

SHANGHAI, KOBE &amp; YOKOHAMA.

ROZAN MARU ... Thursday, 11th Oct.

KAMO MARU ... Saturday, 13th Oct.

WAKOSA MARU ... Tuesday, 16th Oct.

KATORI MARU ... Tuesday, 23rd Oct.

For further information apply to:- NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 &amp; 2422. F. OGURI, Manager.

## COAST SHIPPING.

**INDO CHINA STEAM NAVIGATION Co., Ltd.**

## SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailings.

MANILA ..... Wingang Fri. 5th Oct. at 3 p.m.

BANGKOK via Hoitow Chunsang Sat. 6th Oct. at 9 a.m.

HAIPHONG via Hoitow Leesang Sat. 6th Oct. at 10 a.m.

STRaits &amp; Calcutta.....Lisang Sat. 6th Oct. at 3 p.m.

SHANGHAI via Swatow Waisaling Sun. 7th Oct. at d'light.

BANGKOK via Swatow Chakang Tues. 9th Oct. at noon.

TTAO via Stow &amp; Shai Yusang Wed. 10th Oct. at d'light.

TIENTSEN ..... Chiping Wed. 10th Oct. at noon.

SHANGHAI via Swatow Kwongsang Fri. 12th Oct. at d'light.

KOBE &amp; Moji ..... Fooching Sat. 13th Oct. at noon.

TDAO, via Stow &amp; Shai Tungshing Wed. 17th Oct

